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BACARDI RICKEY

Wine-glass of Bacardi
Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI HIGHSBALL

Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One glass hot Milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the
egg with the sugar
Add milk, Bacardi and nutmeg
Mix it thoroughly
A delicious punch and a splendid
beverage for Colds.

BACARDI GROG

One quart of Bacardi
One pound of Sugar
One quart of Formosa Oolong Tea
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

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the body gives increased life and
vigour to all. A "night-cap" of
Horlicks promotes refreshing sleep
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the woman of taste.
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improving the com-
plexion makes her a
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TRADERS' PLEA FOR PENNY POST.

ADVANTAGE TO COMMERCE.

MINISTER ON THE COST.

An official report of the Postmaster-General's discussion with a deputation from the Associated Chambers of Commerce which met him on March 1st to urge the restoration of Imperial penny postage and other facilities has been issued by the Post Office.

The deputation was introduced by Mr. G. C. Vyle, President, and Lord Southwark, Vice-President of the Association. Mr. Vyle suggested that the profits on postal operations were such that penny postage could be given at home without occasioning loss.

Lord Southwark said that the advantages which would follow penny postage would far outweigh the disadvantages.

Mr. E. F. Nutt (Sheffield) declared that there was not a more sure source of revenue than the penny post, and he urged its introduction as a revenue-making concern. He added that the existing halfpenny postage restrictions gave rise to general inconvenience and irritation; extra cost to the business community through delay in receipt of orders; actual loss of trade and good will; and loss of postal revenue.

Mr. R. L. Barclay, dealing with penny postage, claimed that a penny post would not necessitate extra staff. There would be a large increase in correspondence, as many traders would pay 1d. but not 1½d., and correspondence would not, as at present, be sent out so far as possible by hand.

The Postmaster-General, replying, said that with regard to the cost of the penny post there was some actual experience to go on. We had a reduction from 2d. to 1½d. in 1922 and, although it was said then that a large increase in correspondence would result, the increase had been only 5 per cent. Bearing this in mind, he had calculated for a 7½ per cent. increase of correspondence under the penny post, and if anything this calculation was on the high side. A 7½ per cent. increase meant an additional 200 million letters a year. On that basis the current estimate of cost would be £2,500,000, and if this and other factors, including reduction of the postage rate from 1d. to ½d., were taken into account, the cost would amount to £2,250,000.

Government To Decide.

The Post Office accounts were on a commercial basis, and the question must be considered from this standpoint. Even if the whole system of national accounts were revised, and the Post Office accounts segregated, it would still be arguable, as the Geddes Committee pointed out, that the Post Office should contribute to the Exchequer from its surplus in lieu of the taxation which would normally be derivable from a commercial undertaking. Moreover, there were very few commodities which had not increased in selling price more than 50 per cent.; indeed the present cost of living was over 60 per cent. above pre-war. The advantage to commerce was the main point. As to that, he could not say anything in advance of the Budget. It was for the Chancellor of the Exchequer to consider, if and when remissions of burdens could be made, what remissions should be given, having regard to the whole field of commercial activities and national endeavour. He would represent the views expressed by the deputation to the Chancellor of the Exchequer.

As regards printed papers, the restrictions on 3d. matter had transferred the load from the evening period of peak pressure and spread it over the morning hours. It was difficult to translate the advantages into actual terms of money for the whole country, but in London alone the restrictions had produced direct savings of £20,000 a year and rendered possible incidental savings in staff cost amounting to a further £20,000, while £20,000 to £100,000 had been saved by deferring the need for additional structural accommodation. In this direction there was a field for economy, and it was to achieve this that the restrictions were instituted. It would be extraordinarily difficult to defend their abandonment by the Post Office. A large proportion of 3d. matter was not urgent in character, but it was impossible in practice to discriminate between there and the urgent packets. He strongly urged that the really important packets should be prepaid 1d., as by this means they would receive the same treatment as letters, and the inconveniences referred to by the deputation would disappear. The Postmaster-General also urged the Chambers of Commerce to impress on their members the importance of posting large batches of correspondence early in the day.

Telephone Development.

With regard to telephone development, this country had made enormous strides in the past three or four years; he gave details of growth, and instanced the fact that in four years since 1924 the number of telephones had grown by 40 per cent.; the number of local calls by 40 per cent.; the number of inland trunk calls by 50 per cent.; and the number of Continental trunk calls by 100 per cent. Capital outlay had been very heavy, and the surplus of revenue over expenditure was falling. Due regard must be paid to this surplus when incurring further capital expenditure, which necessarily increased the standing annual charge. He was already being pressed heavily on the agricultural side for rural development, and great strides had been made in this direction.

GREAT WALL OF CHINA.

SUGGESTED NEW USE.

HIGH SPEED MOTOR ROAD.

New York.

Some time in August, Edward Barrett of New York is going to leave for China to start on his plan of converting the great Chinese wall into a high-speed automobile highway.

The project will be the fulfilment of a dream of many years. It was as metallurgist for the Russian Government in Siberia, that Barrett first had this idea. Then, when he became a collector of Chinese treasures, he was able to develop the idea into something practicable.

Now, Barrett is seeking the co-operation of American automobile manufacturers for his project. But, whether he gets that or not, he says he will go to China to start on this immense highway. Labour is cheap there, so he expects his costs to be low.

What it entails is practically the modernization of an ancient road and the closing of many gaps through China and Siberia. When completed it will be an unbroken highway thousands of miles long.

Only part of it, however, will be laid on the wall itself. This was built in 250 B.C. in the Chin Dynasty and long stretches of it still stand. It is along the top of the wall that dips among the canyons of the Kiang range, that Barrett will place his road. Here it is 20 feet wide and about 25 to 30 feet high.

All it needs is paving along the top.

OPIUM FROM BORNEO.

NONE ENTERING PHILIPPINES.

MANILA, March 27th.

Opium smuggling into the Philippines through Borneo has been practically suppressed, states Collector Aldanese in a recent report to the Secretary of Finance. During the last two years, only two cases of smuggling in the southern islands have been unearthed and the offenders punished, says the report. However, the Insular Collector of Customs urges more Customs chasers for the use of Customs men in the southern seas, as smuggling cannot be entirely suppressed with but one cutter in the service, Collector Aldanese points out.

Along with the decrease in opium smuggling, says the report, there has been noted in the last two years a decrease in the number of Chinese landing clandestinely. Only one case was reported last year from Jolo, and the undesirable aliens were deported to their place of origin.

MURDERED MAN IN A SACK.

24,300 JEWELS MISSING.

PARIS, March 2nd.

Search is being made by hundreds of policemen, detectives, and gendarmes in Paris and the suburbs for the mysterious "coffee-coloured motor-car" which was seen to disappear down the road in the forest of Armainvilliers, near Ozoir-la-Ferrière, where the burning body of a man, tied in a sack, was found with the head bearing a terrible wound.

At a late hour the police identified the body as that of M. Gaston Truphème, aged 35, a traveller in precious stones. It was stated that when last seen M. Truphème had in his possession £24,300 in jewels amounting to £280 in bank notes.

M. Truphème's body was recognized by the clothing and by a small black leather purse which was found empty near it. No trace has been discovered of the jewels or money, and all private papers had also been destroyed.

The only clues so far which may lead to the arrest of the murderer are four empty petrol tins which were thrown from a coffee-coloured motor-car with inside right-hand drive some three miles from the spot where the body was found. One tin was covered with bloodstains. A butcher's boy saw the tins thrown away.

These men not only prospected on the mainland, but they tried their hand at diving for pearls. The sensation is admirably described: "In a moment I felt myself being raised off the deck and dropped overboard. I was already sick, and the rubber-tubed air pumped into me seemed like chloroform. The world fell away from me, light went out, and I felt I had, somehow, turned a somersault. A blurred mass of seething green flashed past the glasses in the helmet, my ears seemed to tingle, and my head felt as if it had swollen enormously. I think I must have been unconscious for a second or so, but I (Continued on next Column.)

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The adventures of prospectors in Australia and New Guinea have never been more vividly described than in a delightful volume "Opals and Gold" by Mr. R. M. Macdonald. It creates the very romance of wandering and makes one feel the glamour of these unexpected "strikes" which may spell a fortune.

Here, for instance, is the kind of thing which happens when the ground shows signs of bearing opals:

The miners now know that they are on an opal-level, and continue driving underneath their glassy roof in high hopes. And those hopes may be realised at any moment, for the seam of "potch" may, without any reason that man knows, suddenly become transformed into a blinding furnace of shooting flames. The hearts of the fortune seekers are now glad, and they break down the opalescent roof with great care, collecting and grading the pieces. Those known as "orange pin fire" are first, the "greens" with changing waves of colour are also very valuable, but pieces of "red flame" are only secondary, and anything blue in nature, although moving with internal fire, is thrown contemptuously away into a sack for re-grading afterwards.

The search for gold, too, can have its exciting moments: "In a minute we were by his side, and Mac was handling a heavy piece of spongy metal shaped like a small fish. It was dull yellow in colour, and the sponge-like cells on its surface were filled with some soft white material. Mac dug out some of this substance with his knife. It was very thoughtful. "Another miracle has happened," young man, he remarked, balancing the mass in his hand. "This is a nugget of pure gold weighing maybe eight ounces; it is alchemical, yet we are working on the surface of a desert formed by the denudation of quartz reefs and sandstone ridges."

Forest Of Giant Coral.

These men not only prospected on the mainland, but they tried their hand at diving for pearls. The sensation is admirably described:

"In a moment I felt myself being raised off the deck and dropped overboard. I was already sick, and the rubber-tubed air pumped into me seemed like chloroform. The world fell away from me, light went out, and I felt I had, somehow, turned a somersault. A blurred mass of seething green flashed past the glasses in the helmet, my ears seemed to tingle, and my head felt as if it had swollen enormously. I think I must have been unconscious for a second or so, but I (Continued on next Column.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, April 2nd.

Paris	124
New York	4.88.3/32
Brussels	34.97
Geneva	12.33
Amsterdam	12.12
Milan	92.45
Berlin	20.41
Stockholm	18.18
Copenhagen	18.21
Oslo	13.255
Vienna	34.605
Prague	164
Helsinki	19.023
Madrid	28
Lisbon	28.023
Athens	358
Bucharest	773
Rio	1/5.31/32
Buenos Aires	47.50/32
Bombay	1/11.9/16
Yokohama	9/8
Shanghai	9/0
Hong Kong	26.5/16
Silver (spot)	26.3/16
Silver (forward)	26.3/16

RIVER TRIPLES ITS LENGTH.

SUDDEN RETURN TO PRE-HISTORIC BED.

PARIS.

An amazing geological phenomenon is reported from Abbeville, in the Somme Department. The little River Drucat, a tributary of the Somme, barely three miles long, has suddenly lengthened to 10 miles. The former source of the river, which belongs to the tertiary period in geology, has reappeared seven miles farther upland and the river has resumed its prehistoric bed.

As the ancient river bed had almost disappeared through the ages, the water has spread itself out over a wide area, flooding fields, gardens, and the cellars of several villages. Ravines have been made in several places and much damage has been done.

Important public works will have to be undertaken to restore the river to the bed through which it flowed when giant reptiles roamed the earth millions of years ago.

became myself again with the shock experienced on hitting the bottom.

I perished, profoundly—a new experience to me—and then realised that I was standing amid a marine forest of giant coral, the delicate fronds of which were trembling as if in a breeze. Suddenly I remembered I was a diver in pursuit of pearl shells, and I looked around for them. They were everywhere. The ocean bed seemed to be paved with them, and crevices in coral ledges were filled with them. Remembering all I could of the instructions I had received, I filled the net hanging alongside me with the shells I gathered, not too easily, from their resting-places, and gave the signal to haul.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 2nd, 1928.

H.K. Bank	£1,300 buy, & sa
Do, London	£104 nom.
Chartered Bank	£211 buy
Mercantile Bank, & A.S.	£214 nom.
Do, O.	£214 buy
P. & O. Bank	£251 nom.
East Asia Bank	£76 buy
Canton Insurance	£675 buy
Union Insurance	£32 buy
North China Ins.	£143 nom.
Fangsheng Insurance	£464 buy
China Underwriters	£245 buy
China Fire Insurance	£315 nom.
Hong Kong Fire Ins.	£700 buy
Douglas	£251 nom.
H.K. Steamship	£224 buy, 20 sol.
H.K. Tugs	£24 sol.
Indo-China (Prof.)	£374 buy
Do, (Def.)	£374 nom.
Shell Transport	£90 nom.
Waterbury	£201 buy
Benguet	£255 nom.
Kailan Mining Ad.	£67 buy
Langkai (combined)	£14. 10 nom.
Lo, (single)	£14. 7 nom.
Shai Explorations	£14. 4 nom.
Shanghai Loans	£14. 4 nom.
Bank	£14. 4 nom.
Troms Mines	£176 nom.
H.K. & S. Wharf	£140 sol.
H.K. & W. Dock	£48 sol.
China Provident	£5.60 buy, 6 sol. 64 sa.
Hongkong	£14. 104 buy.
New Engineering	£14. 420 nom.
Shanghai Dock	£14. 107 nom.
Two Cottons	£14. 82 sol.
Oriental Cottons	£14. 205 buy.
Shai Cottons (old)	£14. 58 buy.
Do, (new)	£14. 31 nom.
H.K. & S. Hotels	£9.15 buy
H.K. Land	£261 buy.
Shanghai Land	£133 buy.
Humphreys Estates	£15 nom.
Hong Kong Realities	£34 buy, 84 sol.
H.K. Tramways	£251 buy.
Park Trans (old)	£18 buy.
Do, (new)	£73 buy.
Star Ferries	£44 nom.
China Lights (comb.)	£121 buy.
Do, (old)	£121 buy.
Do, (new) (L.P.)	£12.60 buy.
H.K. Electric	£374 buy.
Maroo Electric	£389 buy.
Telephones	£470 buy.
China Bus	£14. 61 buy.
Singapore Tramways	£11/9 nom.
China Sugars	£7 sol.
Malayan Sugars	£25 nom.
Canton Ties	£4 nom.
Cements (combined)	£111 sol.
Do, (old)	£110 nom.
Do, (new)	£82 sol.
H.K. Ropes (old)	£35 nom.
Do, (new)	£30 sol.
United Assurance	£10 sol.
Dairy Farms	£1224 buy, 224 sa.
Watsons	£10 sol.
Der A Wings	£1 sol.
Lane Crawford	£31 buy.
Mackintosh	£22 sol.
Sinclair	£10 buy.
Wm. Powell	£4 sol.
H.K. Amalgamated	£60 nom.
H.K. Construction	£11 nom.
H.K. Indus. G.S. Bonds	£27 buy.
H.K. Govt. Loans	£2 prem. buy.

buy—buyers; sol.—sellers; sa.—sales; nom.—nominal.

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COLONY'S FIGHT AGAINST MALARIA.

FORMATION OF ANTI-MALARIAL SOCIETIES UNDER CONSIDERATION.

THE P.C.M.O.'S STATISTICS.

That the Government of Hong Kong is waging a campaign against malaria and adopting measures for its prevention was gleaned from a statement made by the head of the Sanitary Department, yesterday in answer to questions asked by Dr. W. V. M. Koch. It was stated that the Principal Civil Medical Officer is at the present moment considering the possibility of forming anti-malarial societies on lines similar to those adopted in India under the guidance of Sir Ronald Ross.

Those present at the fortnightly meeting of the Sanitary Board held yesterday were Messrs. W. J. Carrie (President), J. Watson (Secretary), Dr. S. W. Tso, Dr. W. V. M. Koch, Mr. Wong Kwong Tin, Mr. J. P. Bragan, Dr. G. W. Pope (M.O.H.), and the Hon. Mr. H. T. Cross.

DR. KOCH'S QUESTIONS.

The following questions were asked by Dr. Koch on malarial prevention:

- i. Pending the arrival of a Malaria Expert, and, as the work of Malaria Prevention should be continuously carried out on the usual well known lines will the Authorities state what has been done in this direction in this Colony and the New Territory during the past three years as regards:
 - (a) The Training of Nullahs.
 - (b) Reclamation of Swamps.
 - (c) Dealing with Paddy Fields and other forms of wet cultivation.
- ii. Does this Department continue to send out an Inspector and a squad of men to search for and locate mosquito breeding places and to deal with them.
- iii. (a) How many cases of Malaria have been under treatment during the past three years, yearly, in the Public Dispensaries and Hospitals under Government inspection and control, giving the number in each Institution.
- (b) How many deaths from Malaria have been recorded in such Institutions?
- (c) How many cases have been diagnosed clinically, and how many by microscopic examination?
- iv. Could statistics be obtained from the Military Authorities as to the prevalence of Malaria in this command?
- v. Could this Department undertake or direct a campaign of instruction among the people by lectures and demonstrations on the prevalence and prevention of Malaria calling in if necessary the Dispensary Medical Staff, the Y.M.C.A. and any other bodies which would offer their services?

DETAILED REPLIES.

Mr. Carrie replied to Dr. Koch's questions as follows:—

Training Of Nullahs.

The following training was carried out during the years 1925, 1926 and 1927.

- i. In Hong Kong 3,848 feet whilst reinstatements covered 3,300 feet.
- ii. In Kowloon 5,624 feet.

Reclamation Of Swamps.

If low lying localities be included the areas reclaimed in Hong Kong amount to 4 acres, in Kowloon approximately 77 acres and in New Kowloon 23 acres. These areas have been brought to levels which approximate to those laid down in the Town Planning Scheme.

Paddy Fields And Wet Cultivation.

As it is impossible to eliminate rice cultivation in the New Territories paddy fields must remain potential breeding places for mosquitoes. Drainage "grips" and channels have at times been cut to improve areas which are considered likely to facilitate breeding.

All District Inspectors make weekly visits within their own districts to sites where building is going on and to vacant land if possible. Private houses are inspected for breeding places during house cleansing. An experienced foreman and two coolies are constantly employed on anti-mosquito work on this side of the harbour, and another foreman and four coolies are similarly employed in Kowloon.

SIGNAL IGNORED AT GARDEN ROAD.

CHINESE DRIVER FINED.

Dr. G. W. Pope (M.O.H.) gave evidence before Major C. Willson at the Central Magistracy yesterday in support of a charge against Mr. A. Lecoq, of the Banque de l'Indo-Chine, of disobeying a police signal.

Witness stated that he was proceeding up Garden Road in his car, and at the Kennedy Road junction

MALARIAL STATISTICS.

A return prepared by the acting P.C.M.O. is appended:

Government Civil Hospital.

Cases	1925.	1926.	1927.
Deaths	1,140	663	401
Diagnosed clinically	13	17	4
Diagnosed microscopically	No record kept.		

Victoria Hospital.

Cases	1925.	1926.	1927.
Deaths	29	7	10
Diagnosed clinically	nil	nil	nil
Diagnosed microscopically	8	nil	nil

Kowloon Hospital.

Cases	1925.	1926.	1927.
Deaths	243	239	8
Diagnosed clinically	—	—	—
Diagnosed microscopically	No record kept.		

Tung Wah Hospital.

Cases	1925.	1926.	1927.
Deaths	202	191	174
Diagnosed clinically	49	23	17
Diagnosed microscopically	No record kept.		

Kwong Wah Hospital.

Cases	1925.	1926.	1927.
Deaths	771	633	375
Diagnosed clinically	253	186	133
Diagnosed microscopically	660	549	500

Kowloon Dispensary.

Cases treated	1925.	1926.	1927.
Police cases in New Territories	1,205	877	423
Blood smears examined by Government Bacteriologist	892	380	331
Number positive for Malaria	240	61	65
Percentage	26.9%	15.8%	19.6%

MILITARY STATISTICS.

Statistics have been given to me by the Military Authorities as to the prevalence of Malaria among the troops in the South China Command. These statistics may not be published without the sanction of the War Office. It can, however, be stated that, as regards the incidence of Malaria among the troops during the year 1927, the ratio per thousand was considerably lower than in former years.

POSSIBILITY OF ANTI-MALARIAL SOCIETIES.

This matter is at present under consideration by the Principal Civil Medical Officer who has been conferring with the District Officers, North and South, as to the possibility of forming Anti-Malarial Societies in the villages of Hong Kong on lines similar to those adopted in India under the guidance of Sir Ronald Ross. Lectures and demonstrations have already been given at Cheung Chau twice in the past year by Chinese lecturers attached to the St. John Ambulance Association, dealing not only with Malaria, but with small-pox, typhoid and other diseases. It is hoped to arrange for similar lectures and demonstrations in other parts of the Colony.

he indicated to the traffic constable his direction, receiving a signal to continue. Just as witness passed the traffic post, a car driven by the defendant cut across from Kennedy Road.

Defendant said that the Shaan-tung constable on duty at the time was engaged in conversation with a woman and was paying no heed to the traffic.

His Worship pointed out to Dr. Pope showed that the signal had been given to witness to pass. Defendant was fined \$40.

CORRESPONDENCE.

AN EMPLOYER AND HIS SERVANT.

[TO THE EDITOR OF "THE HONG KONG DAILY PRESS."]

Sir,—In a report of the case in which the writer was interested, as given publicly in your issue of the 29th, the Chinese reporter who followed the case, while giving prominence to the assertions of the servant, omitted to take notice of certain relevant statements of the writer also mentioned at the hearing. I object strongly to the omission of the statements I made in Court at the last hearing and which is responsible for the implication that the employer is an ogre while the coolie has yet to shed his wings. You will agree that opinions respecting any subject are induced according to the ventilation or repression of certain facts; possibly due to misinterpretation or partial hearing (as witness the report connected with a recent motor accident in Kowloon) and therefore your action in giving the sum prominence to the following as you have given to the report of the 29th, will be appreciated.

I. In the first report you make mention of two mattresses valued at \$3.00. What was actually said (with reference to the charge of leaving without completing notice due to expire on the 8th April) was that I considered that before the coolie was allowed to leave, his address was necessary and explanation concerning two mattresses (spring mattresses new, worth about \$200) a pair of metal bedsteads valued at \$1.80. In the latter connection I maintained that as this money was given in clerk to the coolie he was responsible for same until handed back to the person from whom it was received. During Friday's hearing the Chinese porter omitted to give the writer's statements that the man was engaged as a messenger coolie as we had a contract for cleaning with the Health Company (cool-boys do not usually give their services for \$15 per month) and that the articles to be removed from Peak Road to Bowen Road, near Military Hospital, were two bed-springs only while on the latter house to the house on the same level at Peak Road, South's Corner, one table and the portion of a bed; a twenty minutes journey, each way for which \$1 was offered (equivalent to \$1.50 per hour, or at an 8 hour working day \$12; per month \$360). By not giving the statements of the writer it appeared that the sum offered was insufficient.

It was also stated that \$0.80 was offered for two coolies, plus tram fare, from Lee Yuen Gardens to Lee House Street, a one way trip taking not longer than 20 minutes from the Gardens to Lee House Street and also that the coolie was given notice by us on the 8th March in consequence of his part of contract of cutting, I stated, after a contract with coolies who were paid \$10 to remove certain articles, part of those articles were not taken necessitating, even if those articles were recovered later, a fresh set of coolies, and other payments. Other remarks that after being given notice on the 8th the coolie then threatened to leave whereupon, in his presence, a letter was dictated to the clerk addressed to the Central Police Station charging him with leaving without notice and mentioning the coolie's threat to leave and that we held him responsible for the mattresses, etc. The coolie knew of our intention to charge him if he left hence although the charge of leaving without notice was a prior charge (made at 1.45 p.m. on the 17th), due to the non-possession of the coolie's home address the police could not proceed.

It was also stated that the coolie was told that if he could not get the coolies on Saturday, then on Sunday I, myself, would take him and get the coolies to show that it could be done; there was no question of cutting, I stated. Thus he would have to work a portion of Sunday instead of getting a holiday as was usual. This was in direct opposition to the statement of the coolie yet your reporter merely gave his version. It was further also observed that on the 17th, and contrary to statements of the coolie, no attempt was made to move furniture; another remark was that a few days previously, upon the coolie stating that he could not get two coolies to remove two small articles from Bowen Road to Lee House Street at a limit of \$0.80, I had arranged with the coolies to an example and paid twenty cents less than the limit given to the messenger coolie, a proof that the difficulties were not made by the carrying coolies.

Referring to the coolie's statement that he had only time to eat bread which was the only food he had for a fortnight it was mentioned that on the contrary, a difficulty was that he was always falling asleep in the office. Taken in conjunction with his statement that he only ate bread suggests a motive in his desire to use his money otherwise and thus accounts for the habitual sleepiness during office hours; his working hours were from 8 until 3 except on rare occasions;

Sunday was a free day. It was also further stated that his duty was to act as office messenger, that we had a contract with the Health Company for daily cleaners as the office.

In addition to the remarks made by the writer I consider that inasmuch as the Chinese reporter gave a full report of the coolie's statements he should, in fairness, have given publicity also to the questions put by the writer to the coolie and the significant admissions made by the coolie as a result of those questions. In conclusion and while thanking you for the courtesy I trust you will extend. I cannot refrain from adding my opinion that the avidity with which details concerning court cases of local residents are sometimes seized upon and published does a great deal towards preventing many who have just cause to declare grievances but who are repelled by the publicity which would be likely to ensue, from seeking satisfaction. A natural hesitation in this cooped-up locality where 80 per cent. of the residents are employees of the Government or large firms which frown upon such details.

You will probably agree that a resident who observes these facts and yet will risk publicity in an endeavour to mitigate the evils attributable to those facts deserves a fair and unrestricted hearing. Further, and considering the extremely infrequent occasions when cases of this nature are aired in Court and in view of the fact that such are of vital interest to all employers of servants in the Colony I would suggest that, if it is considered necessary for a representative of the S.C.A. to watch a case on behalf of domestics in general that it is equally important that a representative of one of the Residents' Associations, either the K.R.A., the Peak, or Midlevel Association, watch the interests of the employers. As guardians of the public welfare, knowing of the attitude adopted by the employers locally against publicity affecting their employees and that there is no efficient outlet for the expression of views except through the press, I believe you will consider this communication to be no other than it is, viz., a request that, if publicity is given at all, care be taken that an equal hearing is given.

Yours truly,
J. E. OLLETON.

April 2nd, 1928.
[Ed. Note: It is fairly obvious that all cases heard in Court cannot be reported with the detail given by Mr. Olleton in the above letter. The Magistrate hears all details from both sides, relevant and perhaps occasionally irrelevant, and his decision is given after all the facts have been placed before him. That decision, reflecting his opinion of the evidence, is reported so that no injustice is done either to the plaintiff or defendant by publication of a synopsis of the Court proceedings. It would be a different matter, of course, if the public were expected to pass judgment on the evidence placed before them, but they are not asked to do anything of the kind.]

MOTHER INDIA.

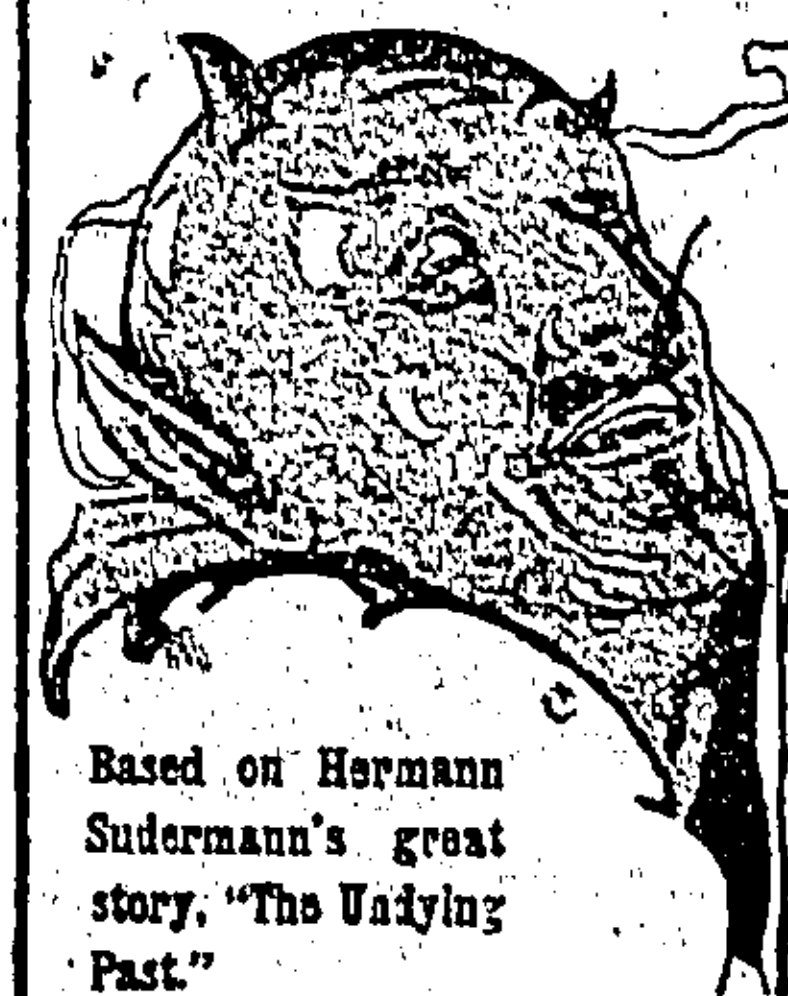
[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I have just opened the copy of your to-day's issue, and I am sure the entire Hindu community of South China cannot too sufficiently thank Mr. H. E. Lanepart for his timely protest against purchasing a copy of the book "Mother India" for the Diocesan Library in Hong Kong; also, I most emphatically protest against the Diocesan Library placing this scurrilous, horrid, and wantonly libellous book in circulation. Only last week I finished reading this book. Born and bred in India, if I am not one of them at least I was amongst them and I know the facts. I state that this book is politically inspired to belittle and besmirch the sons of India. It is my great regret that it should have been written by a woman of wilful her own sex. If the Hindus were as described in the book, they would have been expunged from this world long ago. "A lie which is a lie may be met and fought out right. But a lie which is half truth is a harder matter to fight. But in this book even half a truth is barely found." When I first started to read the book, I was shocked and disgusted. I could not go on for some time. When I regained my nerve, I finished it with a very bad grace and a bitter taste. It may be asked what good this book will achieve here. What wisdom is there in placing such a questionable book in Church Library? If this book is placed in this library, I respectfully suggest that the authorities should, in all fairness and justice, supply the rejoinder to it for their readers—the learned rejoinder is "Mother India" by Mr. C. S. Range Iyer (Selwyn & Blount, 6s.) I am ready to supply the Diocesan Library or any other institution with a copy of this rejoinder gratis. I would ask any of your readers, if they read any of your issue, to read also "Mother India" by the Hon. Mr. C. S. Range Iyer—Yours, etc.,
H. S. KAYARANA.

Canton, April 2nd.

A VIVID romance of two friends and a beautiful sinister siren—A great picture of amazing climaxes!

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At 9.30 \$2.00, \$1.20, 30 cts. & 50 cts.
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LOVE'S BLINDNESS

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THE NAVY'S CHOICE



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CLAIM BY BEAUTY SPECIALIST.

2320 DAMAGES FOR FACE INJURIES.

Mrs. Ida Bailey, a "beauty specialist" formerly manageress and saleswoman of a Dover-street, W. firm, was the plaintiff in an action in the London Sheriff's Court to recover damages from Mr. John H. Skelton, of Royal London House, Finsbury-square, E.C., on account of facial disfigurement, the result, it was alleged, of a motor-car accident.

The action was one for assessing the amount of damages, and Mr. William George Bailey, of Philbeach-gardens, Earl's Court, W., Mrs. Bailey's husband, joined in the action on account of expenses incurred from the accident.

Mr. Norman Birkett, K.C., for Mrs. Bailey, related that a party of six, including Mrs. Bailey, was returning between 1.30 a.m. and 2 a.m. on January 30th, from the Riviera Club in Mr. Skelton's car. Mr. Skelton was driving. In Grosvenor-road the car hit an obelisk and Mrs. Bailey, who was sitting in the front seat, was thrown through the wind screen, receiving cuts on the face and forehead.

"It is a great blow to a woman to be disfigured," said Mr. Birkett.

"It diminishes the happiness of life; but in this particular case it goes deeper. It has deprived her of her employment."

"Nameless Fears."

Since the accident, he added, Mrs. Bailey had had "nameless fears." Sudden storms of rain on the windows affected her strangely, and she had frequent headaches. Mr. Bailey, in evidence, said that now she never wanted to go to dances, and added: "I am very frightened about things. When I hear rain it frightens me. Sometimes I feel I can't go downstairs."

Cross-examined by Mr. Stuart Bevan, K.C., for Mr. Skelton, Mrs. Bailey said that the preparations the sold were "to make people beautiful."

Mr. Bevan: What is your husband?—I don't quite know. Really! After eleven years of married life you must have some inkling?—He is an antique dealer.

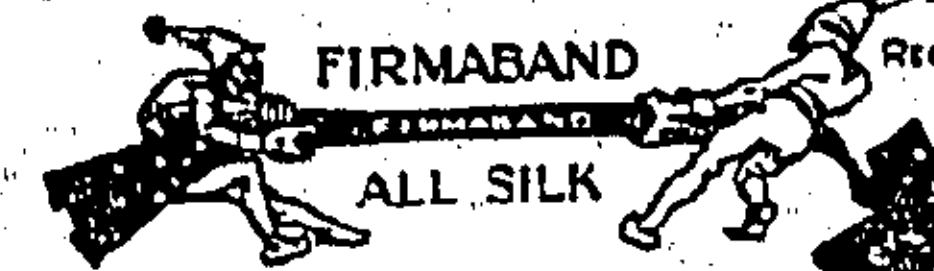
Dr. Russell Howard, surgeon at the London Hospital, said there was no reason why Mrs. Bailey should not return to work. He thought she would be better mentally once the verdict in the case had been given. The worst thing she could do was to make a recluse of herself.

The jury awarded £2,135 damages, allotting £315 for the husband and £280 for the wife.

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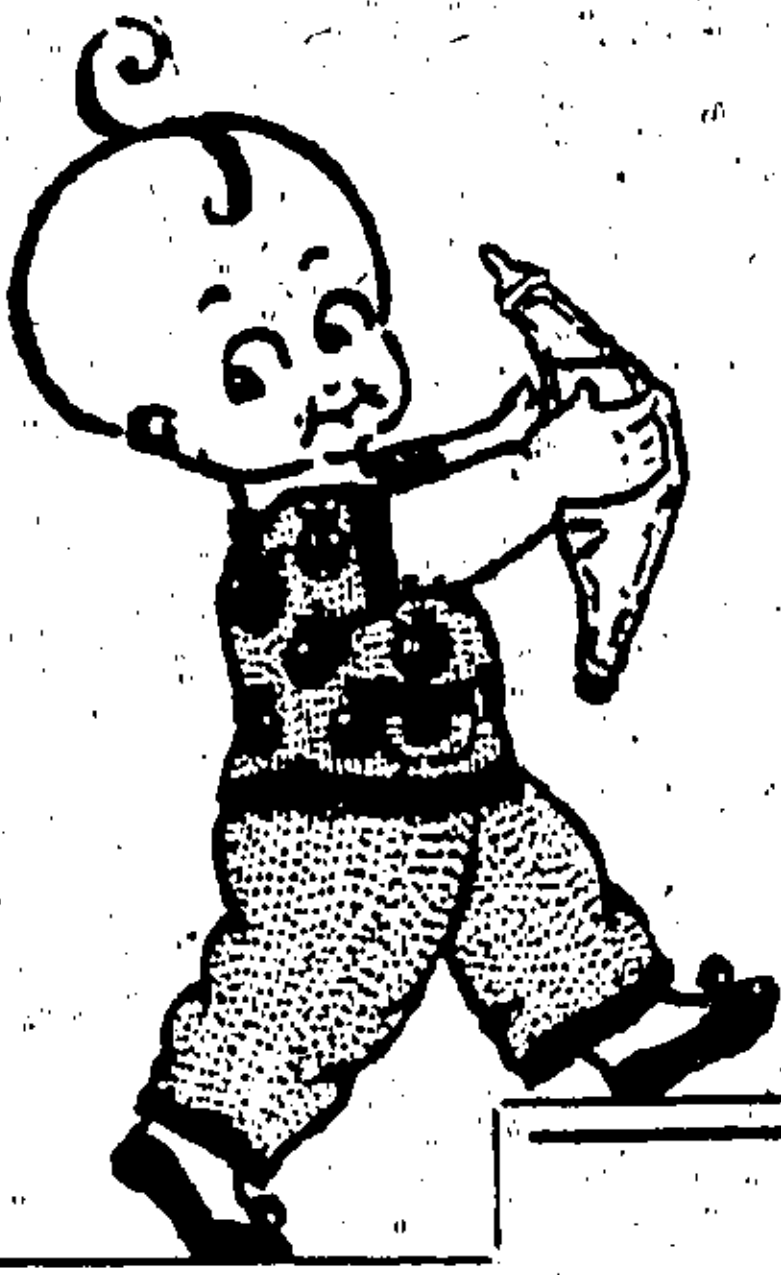


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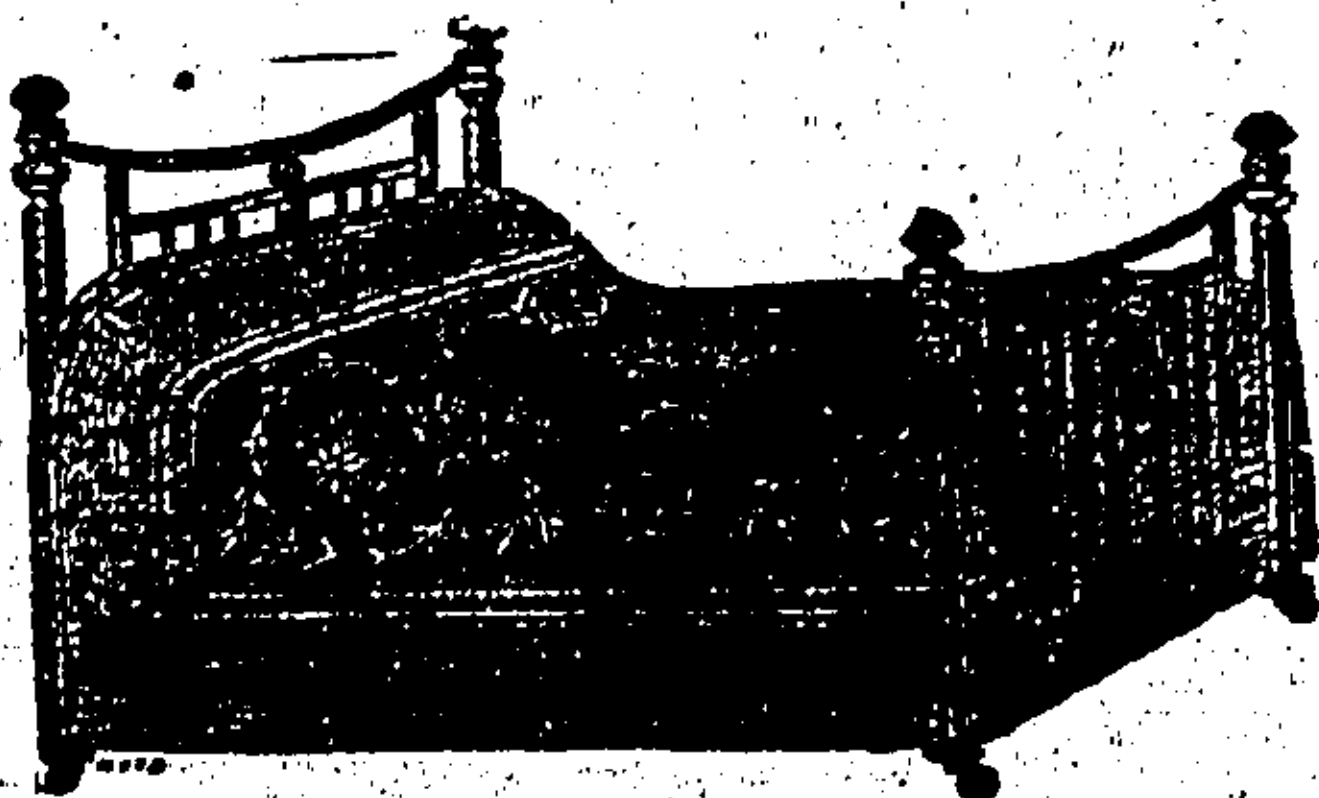
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[A.P.S.]

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VISIT OF THE JAPANESE SQUADRON.

TO STAY FOR FIVE DAYS.

FULL OFFICIAL PROGRAMME OF ENTERTAINMENT.

JAPANESE BATTLESHIPS OPEN TO VISITORS.

H.I.H. PRINCE KUNI WITH THE SQUADRON INCOGNITO.

A large squadron of Japanese warships is due in Hong Kong on Easter Monday. The squadron will consist of the battleships *Nagato* (flagship), *Mutsu* and *Fuso*, the cruiser *Tenryu*, four destroyers and the Fleet Auxiliary *Tsurumi*.

Admiral Kanji Kato, the Japanese Commander-in-Chief, will fly his flag on the *Nagato* and will be accompanied by his Chief of Staff, Rear-Admiral Hamano. Rear-Admiral Ikuo Okamoto in command of the destroyer flotilla, will fly his flag on the cruiser *Tenryu* and H.I.H. Prince Kuni who is paying an incognito visit, is a lieutenant on his staff.

The Japanese warships will be opened to the general public, and those who wish to avail themselves of this opportunity to visit them may do so by applying for a pass from the Japanese or Colonial Authorities.

ENTERTAINMENT ARRANGEMENTS.

A very elaborate programme of entertainment has been drawn up for the officers and men, including a reception and a dinner at Government House, dinners given by the British Commander-in-Chief, Vice-Admiral Sir Reginald Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., and H.E. the General Officer Commanding, Major-General C. C. Luard, C.B., C.M.G., the British Chamber of Commerce, and the Japanese Consul-General. Receptions will be given by the Japanese community of Hong Kong, and the Japanese Commander-in-Chief will give a tiffin party on board his flagship.

An interesting programme of trips, by tram car and bus, round the Island and the New Territories has also been arranged, and special cinema performances will be given for the visitors. There will also be a Japanese sports meeting in which the local community as well as the men from the fleet will take part.

The local clubs are opening their doors to the officers and men of the Japanese squadron, and all transport services are offering them special facilities and passes.

THE OFFICIAL PROGRAMME.

DIARY FOR THE FIVE DAYS' VISIT.

A very comprehensive programme of entertainment for the officers and men of the Japanese naval squadron has been arranged.

MONDAY.

The squadron which is due at 11.15 a.m. on Easter Monday, April 9th, will be greeted as they enter the harbour by three aeroplanes from Kai Tak, which will salute the flagship, and by the usual salutes from the Navy and the Official Battery, after which the customary calls will be paid and received. H.I.H. Prince Kuni, who is travelling incognito, will not be the recipient of any special honours, but will take his place with the Commander-in-Chief, the Staff and Flag Officers.

The Commander-in-Chief and Officers will attend the Easter Race Meeting at Happy Valley at 2.30 p.m., complimentary tickets being issued to them by the Hong Kong Jockey Club. The British Commander-in-Chief, Vice-Admiral Sir Reginald Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., will entertain the Japanese Commander-in-Chief, the Staff and Flag Officers and the other officers of the squadron to dinner on H.M.S. *Tamar*.

No special programme of entertainment has been arranged for the men on Monday.

TUESDAY.

RECEPTION AT GOVERNMENT HOUSE.

On Tuesday the Japanese community has invited the officers of the Japanese squadron to tiffin. A reception will be held for them during the afternoon at Government House, and H.E. the General Officer Commanding, Major-General C. C. Luard, C.B., C.M.G., will entertain the Commander-in-Chief, H.I.H. Prince Kuni, and the Staff and Flag Officers to dinner. Dinner parties will also be held on the various British warships in Harbour to each of which some of the Japanese officers are invited.

Trips to Fanling and Castle Peak.

On Tuesday 3,000 Warrant Officers and men will land from the Japanese ships, and during the forenoon 1,000 of them will be taken by train to Fanling from whence they will walk to the Kwantung Race Course where refreshments will be served to them. Two hundred others will go by motor bus to Castle Peak where they also will be given refreshments. During the afternoon arrangements have been made by the Navy with the Hong Kong Amusements Company, that one performance at the Grand Theatre Cinema, Wanchai, be reserved for the men of the Japanese Squadron, and 600 men will see "The Flag Lieutenant," which is being shown there. The same performance will

be given for them on the afternoon of Wednesday, April 11th. It has been arranged further that a representative from each ship of the Japanese Squadron shall see a preview of the film in the company of a representative of the British navy. He will write down the story and on his return on board give his account and a verbal report to his officers who will undertake to explain the same to the men, so that all may understand the film when they see it.

The Japanese warships *Nagato*, the flagship, and *Mutsu* will be open to Japanese visitors during Tuesday by a pass obtainable from the Japanese Consulate.

WEDNESDAY.

GOVERNMENT HOUSE DINNER.

On Wednesday, the Japanese Consul-General is giving tiffin to the Officers of the Japanese Squadron, and in the afternoon, a reception is being held for them by the Japanese community. Trips by motor car round the Island have been arranged for the Commander-in-Chief, Staff and Flag Officers during the afternoon, and a cinema performance for officers at 5.15 p.m. The Commander-in-Chief and Officers of the visiting squadron will dine with H.E. the Governor, Sir Cecil Clement, at Government House.

Smoking Concert.

Arrangements for the entertainment of the 3,000 Warrant Officers and men who will be landed from the Japanese ships on Wednesday are the same as those for the landing party during the morning and afternoon of Tuesday. The Chief and Petty Officers of the British warships will entertain 200 of the Chief and Petty Officers of the visiting squadron to a smoking concert at 1.30 p.m. in the Royal Naval Canteen.

The Japanese warships, *Fuso* and *Nagato*, will be open to British visitors during Wednesday.

THURSDAY.

TIFFIN ON JAPANESE FLAGSHIP.

On Thursday, April 12th, the Japanese Commander-in-Chief is giving a tiffin party on board his flagship, H.I.H.M.S. *Nagato*. In the afternoon a Japanese sports meeting arranged by Mr. Kitayama of the Japanese Young Men's Association will be held on the Military Sports Ground, Sookungpo. A cinema performance will be given for the Japanese Officers at 5.15 and the Japanese Commander-in-Chief with his staff and Flag Officers will be entertained to dinner by the British Chamber of Commerce at the Hong Kong Hotel.

During Tuesday the Japanese warships *Mutsu* and *Fuso* will be open to Japanese visitors.

FRIDAY.

LADY CLEMENTI TO ENTERTAIN 180 MEN.

On Friday, April 13th, the Japanese Commander-in-Chief and Officers will be entertained to tiffin at the Naimin Restaurant at 1 p.m. by the Chinese Chamber of Commerce. During the afternoon an "at home" will be held on board H.I.H.M.S. *Nagato*; there will be a cinema show at 5.15 for the visiting officers, and they will be taken for motor trips round the Island. In the evening, the Commander-in-Chief, Staff and Flag Officers will be entertained to dinner by the Japanese Consul-General at the Hong Kong Hotel.

"The Flag Lieutenant" will be shown again at the Grand Theatre, Wanchai, during Friday afternoon, to the men of the visiting squadron, and 180 of them will be entertained by Lady Clementi at Mountain Lodge.

The Japanese warships *Nagato* and *Mutsu* will be open to British visitors on Friday.

The Japanese Squadron leaves Hong Kong on Saturday, April 14th.

EVERY POSSIBLE COURTESY.

LIASON OFFICERS.

Every small detail has been attended to in the welcome to the Japanese Squadron. British Liaison officers have been allocated as interpreters to the Japanese Commander-in-Chief, Admiral Kanji Kato, Rear-Admiral Ikuo Okamoto or H.I.H. Prince Kuni, and to the British Commander-in-Chief, Vice-Admiral Sir Reginald Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L.

Nine other Liaison officers, not interpreters, will be provided from H.M. ships and allocated for duty on the Japanese warships while in harbour.

TRANSPORT.

Car transport will be available for Senior Officers throughout the visit. The Kowloon buses will allow parties not exceeding four in number on each bus of Japanese officers and men in uniform to travel free of charge. Officers and men in uniform may travel free of charge on the low level trams in parties not exceeding ten on each car. The Peak tramway is providing 1,000 free 1st class and 4,000 free 2nd class passes for the use of the officers and men of the Japanese Squadron during their visit, in parties of not more than twenty in each car.

KINDNESS OF LOCAL CLUBS.

The officers and men of the visiting squadron will be admitted to temporary honorary membership of the Hong Kong Club, the Royal Hong Kong Golf Club, the Kowloon Golf Club, the Club de Recreio, the United Services Recreation Club, and the Royal Naval Officers Sports Club. The Chief and Petty Officers will be made honorary members of the Chief and Petty Officers recreation rooms.

FREE CINEMA SEATS.

The Management of the Hong Kong Amusements have offered to reserve free seats at each of the three "European cinema" theatres, Queen's, World and Star, each day at the 5.10 performance, for the visitors. Forty such seats will be reserved at the Queen's, forty at the World and twenty at the Star.

CIGARETTES AN SOUVENIRS.

Five thousand five hundred packets of cigarettes each with a memento of crossed British and Japanese flags on the cover will be distributed to the men of the Japanese Squadron as souvenirs of their visit to Hong Kong.

BASEBALL MATCHES.

Baseball matches for any of the visitors who wish to play or watch have been arranged by the Japanese community.

SMALL-POX IN THE COLONY.

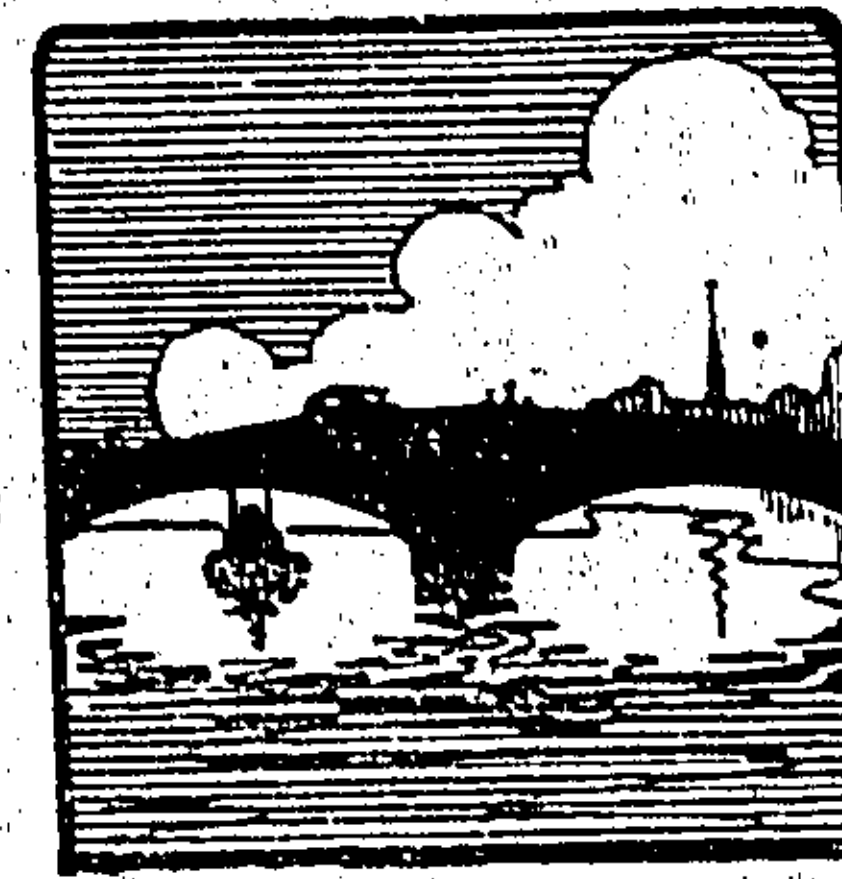
TEN CASES LAST WEEK; FOUR ON MONDAY.

After a long period of comparative immunity from small-pox a good many cases are again being reported. Ten were notified last week, five proving fatal, and five more were reported on Monday, one being from Victoria and four from Kowloon. All cases were Chinese except one Japanese imported last week.

Other cases of notifiable disease reported last week were: enteric, 1 (2 deaths); cerebro-spinal fever, 1 (fatal); puerperal fever, 1.

On Monday besides the small-pox cases already mentioned there was one case of enteric and one of cerebro-spinal fever.

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DODWELL & CO., LTD., Agents, Hong Kong.

ANOTHER "HERMES" TRAGEDY.

YESTERDAY'S SEAPLANE DISASTER.

THREE AIRMEN PERISH IN FLAMES.

COLLISION WITH THE CARRIER'S FLYING DECK.

A tragic incident, recalling the loss on July 13th last of Flying Officer L. W. H. Phillips near Cheung Chau, occurred at about eleven o'clock yesterday morning.

A big Fairry 3D three-seater seaplane carrying two flying officers and a telegraphist crashed just astern of the *Hermes* burst into flames and all three occupants were killed.

The badly charred body of Flying Officer A. W. B. Hale, R.A.F., was recovered, but those of Lieut. J. H. P. Graham, R.N., and Telegraphist Jackson went down with the wrecked machine.

Flying Deck of "Hermes" Damaged.

The machine which had been successfully carrying out a series of evolutions was noticed by observers some way astern of the *Hermes* obviously preparing to make a landing near the parent ship. It was descending at a fairly acute angle but there was no evidence at first that anything was amiss. Instead, however, of striking the water close to the side of the *Hermes* and taxiing towards her, the plane flew right over the flying deck, on which several other planes were assembled, passing so low that a seaman who was on duty on the deck only escaped by a few feet. Finally the seaplane crashed into the steel portion astern of the flying deck causing considerable damage to the thick steel plates and girders.

The terrific impact caused the plane to catch fire and it fell flaming over the port side of the *Hermes* into the sea close to the gangway. After burning fiercely for a short while the plane sank out of sight.

Recovery Of One Body.

Only the body of one of the victims of the disaster had been recovered yesterday, that of Flying Officer A. W. B. Hale. Hope is still entertained that the other two bodies may be recovered, though the efforts of Naval divers have so far proved unsuccessful. It appears that the body of Flying Officer Hale was shot up from the vessel as it went down and brought aboard the *Hermes*. The funeral will probably take place to-day and an enquiry will be held later.

Help Out Of.

No official statement as to the cause of the accident had been published at the time of going to press.

but it is supposed that it was due to a jammed control, which made safe landing impossible.

The towering flames of the plane cut off all access to the unfortunate victims of the accident, and though a number of small craft put off from the adjoining piers, including launches and a tug from the R.N. Dockyard they were unable to approach close enough to give any assistance. It was not until the plane had burnt almost to the water's edge that it was possible to get near the scene of the disaster.

Eyes Witnesses In A Sloop.

A group of excited Chinese boat people were near the Victoria Recreation Club shortly after the accident. A sloop which had been lying quite close to the *Hermes* had come in there and her crew were regaling the group of men and boys with a graphic account of the disaster. The flight of the plane, her evolutions, looping the loop, etc., were described with a wealth of pantomimic gesture. Then came the climax—a crash—a sideways tumble and a scaring pillar of flame. The body of Flying Officer Hale was described as being "very blackened" and clothed in charred rags.

Newly Married.

A further sad feature of the tragedy is the fact that Telegraphist Jackson was married just before the *Hermes* was re-commissioned and returned home from Home. The other two officers were unmarried and had been with the vessel since re-commissioning. They had both taken part in the exhibition of flying given on her way out by H.M.S. *Hermes* at Bangkok. There had only been two previous flights since the return of the *Hermes*, although other exhibition flights had been given on the journey from Home.

STUBBS ROAD MOTOR CASE.

CHARGE OF RECKLESS DRIVING.

EUROPEAN FINED \$50.

The summons against Mr. Seradio for alleged reckless driving of a motor-car in Stubbs Road, adjourned from last week for the attendance of an Italian interpreter, was resumed before Major C. Willson at the Central Magistracy yesterday morning.

The charge arose from Mr. Seradio's alleged cutting past at a bad corner and colliding with another car driven by a lady in which was also Mr. E. R. Dorey.

Mr. Giovanni, a Fiat engineer, stated in evidence that he was in the defendant's car at the time. Another car, driven by a lady was in front, but her driving was very uncertain. When witness and the defendant decided to overtake this car, another car was seen to come down the slope, and the only course open was to pass between the two vehicles.

His Worship: Would it not have been safer to have kept behind?—It would have been safer to pass her, because it would leave her behind. (Laughter.)

Answering a question put by defendant, witness said that if the lady had failed to shift gear, her car would have backed down the slope and collided with any vehicle following behind.

Defendant said that he squandered his horn several times, not in an attempt to pass the lady, but to warn her that another car was behind, because her driving was very unsafe. (To witness): Did we not stop at once when the collision happened?

Witness agreed that they were able to pull up within two or three metres.

Defendant further said that out of regard to the lady, he apologised to Mr. Dorey. The left mudguard of defendant's car was damaged, while Mr. Dorey's car was quite all right.

His Worship said that defendant's own witness had admitted that he did attempt to pass the car at that corner. It was a reckless piece of driving for which he would be fined \$50.

PLEDGING CANTON
CREDIT?\$7,300,000 MONTHLY FOR
PEKING EXPEDITION.LI TSAI HSIN'S STATEMENT
AT NANKING.

(Fah Tsai Tai Pao.)

SHANGHAI, April 3rd.

Marshal Li Tsai Hsin delivered a long speech at a reception given on Monday in Nanking by the Liang Kwang Civic Association. He dealt at length with the political situation in the two Southern provinces and referred to the Bolshevik uprising in December last.

He was, he declared, very optimistic about the prospects of the Central Bank of China notes and hoped they would return to par before very long.

His most important statement was that the Canton Government has decided to contribute a monthly sum of \$7,300,000 toward the expenses of the Northern expedition, while Kwangsi province will undertake to raise \$300,000 monthly for this purpose until the completion of the expedition.

Meanwhile these two provinces will make every effort to carry out their construction programmes and to reduce the large military forces which are so heavy a burden to the finances of the provinces.

He also pointed out that in order to restore economic prosperity to Kwangtung province it was highly necessary to encourage commercial relations with Hong Kong. "The Governor of Hong Kong," he said, "has handed back the old site of the British Consulate, Canton, to us."

He denied the wide-spread rumour that negotiations are being undertaken in connection with the construction of a loopline between the Yu-Han and Canton-Kowloon Railways.

LI TSAI HSIN'S RETURN
PROMISED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, April 3rd.

The Chief of Staff of the Army of the 8th Route in Canton has officially issued a statement saying that Marshal Li Tsai Hsin will return from Nanking in a few days. This has apparently set at rest the fear that Marshal Li would not return for some time. Statements from Shanghai that Marshal Li had accepted the post of Chief-of-Staff of the Northern Expeditionary Army are no longer credited.

A group of Japanese tourists paid a visit to Canton to-day (Tuesday).

RED TUMOURS.

Fear of a coup d'etat is dying down. The Government is alert and their restrictions are causing some annoyance. On Monday evening a number of streets were suddenly closed to the public by police patrols, and inhabitants of these places who had gone out for the evening found, on returning, that they must get a night's lodging where best they could. At the Oriental Hotel a number of students from St. Paul's College, Hong Kong, were visited by the police and closely questioned. However, the arm-of-the-law was satisfactorily convinced that their intended conquests were limited to the sphere of baseball and football. A number of arrests have been made but nothing sensational has occurred and there does not seem to be any serious evidence against any of the prisoners.

One of the "Red" suspects was arrested at a rice and firewood shop and in consequence all similar places on the North and the South Bank have been put under close watch. Ricksha coolies are also being subjected to close inspection, having been classified as possible followers of the "Red" cause.

More labour unions have been proscribed in Canton, and now less than 40 such organizations are still on the register of the Bureau of Agriculture and Labour. The Bureau has decided to ask the Political Council to pass regulations governing the activities of organised labour in Canton. Mr. Jennings Wong, a lecturer in Commercial Law at Sun Yat Sen University, is drafting a bill to the effect.

(Continued on next Column.)

ARRESTS IN CANTON.

MARTIAL LAW IN FORCE.

A Shamen correspondent, writing on Monday, says: In the City yesterday seventeen people were arrested for being in possession of bombs or "Red" literature. Four of these were bobbed hair girls. In addition twelve men were arrested on various charges in Kong-ngai Street.

During the past three days martial law has been in force and strong pickets are guarding the City.

In Honam a rich Chinese was kidnapped at 9 o'clock last night. The activities of the lawless elements are due, the people say, to the fact that Marshal Li Tsai Hsin is delaying his return.

SEDITIONARY LITERATURE.

THREE MEN APPEAR IN
COURT.

Three Chinese, Tsang Hing, Ho Lam and Ho Yuk Cheung, were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon with being in possession of seditious literature.

Sergeant Mottram appeared for the prosecution. At the previous hearing a Chinese detective Chan Siu Ping stated that at about 5.30 p.m. on March 12th he noticed two of the defendants in the act of posting printed matter on the wall in Woosung Street, Yaumati. With the assistance of an Indian constable and a Chinese district watchman he arrested the two men, and took them to the Police Station.

Sergeant Mottram stated that he visited an address given by the arrested men and on searching the premises found the third defendant, sleeping on a bed, under which were found other seditious documents and pamphlets. The third defendant was then arrested and taken to the Police Station. Four other Chinese Constables also gave corroborative evidence.

His Worship decided to adjourn the case until Saturday, 11 a.m. in order that he could read over the documents, and also to enable the defendants to call witnesses should they desire to do so.

OPIUM FOUND ON INDIAN
GUARD.

ACT OF REVENGE ALLEGED.

Teta Singh, sergeant of the guards employed on the S. S. Kowloon, appeared before Mr. R. E. Lindell at the Central Magistracy yesterday on a charge of being in possession of eight tael of illicit opium.

Defendant, in answer to the charge, said that he reported one of the men under him the previous day, and as an act of revenge the opium was "planted" on him.

On Mr. W. Kent (A.S.P.) stating that he was in no hurry to proceed with the case as the vessel was in dock, the defendant was remanded on bail of \$100.

THE CANTON GAZETTE.

The Canton Gazette, after being suspended for nearly a year, reappeared last Monday under the editorship of Mr. Chan Yick Chi, who will be in charge until the return of Mr. H. C. Lee.

Mr. Chan Pak, a chief clerk in the Bureau of Industry in Canton, has been appointed Registrar of Trade Marks. This is the first time there has been a separate office to record and protect trade marks. Other new measures in Canton include the standardisation of weights and measures, all of which are now subject to official inspection.

Among the Hong Kong visitors to Canton are Mr. Luk King Cheung, manager of the South China Athletic Association tennis teams, and Mr. Ho Ka Lau, hon. secretary of the S.C.A.A. baseball league and a master of St. Paul's College. Mr. Luk and Mr. Ho were leading the St. Paul's College sporting teams to Canton.

Mr. Douglas Jenkins resumed charge of the American Consulate-General at Canton last Monday and advised the Chinese authorities accordingly. Mr. J. C. Houston, Consul in Charge, will be transferred to Shanghai. Mr. Jenkins is senior consul among the Consular Body in Canton.

Mr. Kong Siu Liu has been appointed Superintendent of the Chinese Telegraph Office at Hong Kong. Until this appointment, the Hong Kong office has always been under the Ministry of Communications at Peking.

A MOTOR CAR'S AQUATIC TRICKS.

MANSLAUGHTER CHARGE AGAINST C.P.O. KELSEY.

CHINESE DRIVER'S CONTRADICTORY EVIDENCE.

MAN IMPRISONED IN WATER FOR ONE NIGHT.

The manslaughter charge against C.P.O. W. G. Kelsey of H.M.S. Ambrose was opened yesterday at the Central Magistracy before Mr. R. E. Lindell. The defendant is facing three charges: The manslaughter of a Chinese pedestrian whom he was alleged to have knocked down. The man died without regaining consciousness. The other charges were for driving the vehicle at an excessive speed and with driving without a license. To the last charge, defendant pleaded guilty.

CAR'S HEADLONG DIVE INTO HARBOUR.

The incident occurred on March 25th at about three or four o'clock in the morning. According to the prosecution defendant forcibly took over control of the car from the licensed driver. He then drove the vehicle at the rate of about 40 m.p.h., and after knocking down a Chinese, he swerved toward the harbour with the result that the car went headlong into the water. The front of the car was submerged, but the rear rested on a junk.

IMPRISONED FOR A NIGHT.

A Chinese fooki who was in the car at the time met with the alarming experience of being partly imprisoned in the water for a night. After the plunge, the defendant, a friend of his and the driver swam back to shore. It was found that the fooki was missing. They made a search for him and on not finding the man, they gave him up as drowned. The man however returned next day. He was rendered unconscious by the plunge, but fortunately for him, his head was above water in a back part of the car.

The Case Outlined.

Outlining the case, Inspector Alexander said: On March 25th, some time between 3 and 4 in the morning, the defendant was driving public car No. 313 along Connaught Road Central in a easterly direction. Evidence would be produced to show that the car was driven at an exceedingly high speed. When nearing Po Tak wharf a Chinese pedestrian was seen leaving the wharf and he was knocked down by this car. In answering the defendant sent the car into the harbour.

Mr. G. S. Hugh Jones appeared for the defendant.

Driver's Evidence.

After plans and photographs of the vicinity had been produced, the licensed driver of the car was called.

In his evidence he said that his car usually plied for hire at West Point. On that morning at about 9 a.m. a European sergeant brought the defendant and another naval man to his car. This naval man was later identified as Stoker Robert Whitworth. The sergeant opened the car's door for the two men, and witness drove them to a house in Kee Cheong Road, Kennedy Town.

When asked by his Worship why he took the defendant and his friend to Kee Cheong Street when no instructions had been given, witness said that he took it for granted that they wanted to get there, because he had on previous occasions driven many naval men there.

Continuing, witness said that when he arrived at his destination, the two men went up into a house without paying their fare. Witness sent this fooki up after them, who returned later and said that the defendant had given instructions for the car to return at 4 a.m. to bring them back to town. Throughout this stage, the defendant appeared to be quite sober.

TOOK THE WHEEL FOR FORCE.

At 4 a.m. the witness drove his car back to Kee Cheong Street and came across the defendant and his friend at the mouth of the road. They appeared to be still sober. Defendant wanted to drive the car and witness refused to allow him. Defendant then pulled him out of the car by his arm and went up to the driving seat, himself. The friend was sitting at the back of the car. Witness had no alternative, to he told his fooki to sit at the back of the car while he himself sat next to the defendant at the front. Defendant said something to him in English which he could not understand.

Defendant started the car off on second gear and after travelling a few paces, it was changed into third gear without any difficulty. Defendant handled the car in quite an experienced manner. The vehicle went along Praya West at a speed of about 40 m.p.h. This speed was maintained from To Yuen Restaurant until they arrived at Wing Lok Wharf. The speedometer was not working and the speed was witness's own estimate.

Too Fast To Be Safe.

Passing Wing Lok Wharf, the speed was still maintained at about 40 m.p.h. In witness's opinion the speed was too fast to be safe. They were nearing Po Tak Wharf when a man was seen emerging from the wharf into the street. The head lights were fully on the man. The

defendant at no time had used his horn, and when the car was within a short distance from the man, witness called out to defendant in Chinese to slow down. Defendant did not pay any attention. He went on without putting his foot on the brake nor accelerating his speed. When the car was a few feet away from the pedestrian, witness applied the hand brake because he realised that the man was in imminent danger. The pedestrian was carrying a sack over his shoulder and a basket in the left hand, but his load did not obstruct his view, because he started to run across the street. He was, however, too late as the car was well on him. The man was knocked down.

Not A Single Swerve.

Witness added that during the journey and up to the time the man was knocked down, defendant had never made a single swerve of any description. Defendant had only made one swerve and that was after knocking the man down. This swerve was made toward the harbour with the result that the car plunged into the water. The front part of it fell into the water and the rear part remained on a big cargo junk which was lying alongside the Praya wall. Witness swam to some stone steps beside the Po Tak wharf where he got to shore. He did not know how the defendant and his friend got out of the water but when witness came back to terra firma, he saw the defendant and his friend, with their arms on each other's shoulders, walking away. Witness blew a police whistle and a policeman arrived and took matters in hand.

Witness and the policeman searched for the missing fooki, and after searching the water's edge with a torch without finding a trace of him, they gave him up as drowned. This man returned to the garage the next day none the worse for his experience.

The injured man was lying on the road unconscious.

Had No Alternative.

Mr. Hugh Jones cross-examined in the afternoon session at great length. Mr. Hugh Jones: I put it to you that when defendant asked you whether he could drive the car, that instead of refusing him, you asked him if he had a license?—Yes, I asked him but he made no reply. He then pulled me out of the car, I spoke to defendant in Chinese.

Mr. Hugh Jones: Do you remember the defendant explaining to you the action of the gear and how the car worked? No, as soon as he got in, he started the car off.

Mr. Hugh Jones: I put it to you that you never left the car at all. You simply slid along the next seat? No, I did get down.

Mr. Hugh Jones: Did your fooki get out first or after? Defendant got in first and the fooki left after.

Mr. Hugh Jones: You told the fooki to get out and sit at the back? No, he got out to make room for me.

Mr. Hugh Jones: In fact once the defendant satisfied you that he could work the car, you allowed him?—I was unwilling.

Mr. Lindell: Do you say that the defendant did not demonstrate to you how to work the gear?—Yes, he did.

Mr. Lindell: And you say that in spite of that you still refused to let him drive?—I had no alternative.

A "Deliberate Contradiction."

Mr. Hugh Jones: Was the engine running? Yes.

Mr. Hugh Jones: Don't you know how to switch off the engine of your car? Yes I know.

Mr. Hugh Jones: Then could you not stop him by switching off the engine?—I tried to but the defendant prevented me.

Mr. Hugh Jones: Have you been driving this car for only one week?—Yes, I also learned driving on this car.

Mr. Hugh Jones: How long have you been learning on this car?—About two months.

Mr. Lindell: A minute ago you said it was a similar car of this type and now you say it was on this car. This is a deliberate contradiction?—I mean this car—car No. 313.

Mr. Lindell: Then you have never driven another car?—In my test for a license I drove car No. 164.

Mr. Hugh Jones: The speedometer, as you said, was not working?—No, it was not.

Mr. Hugh Jones: And it has never worked since you had the car? That is true.

Mr. Hugh Jones: You do not know the difference between 20 m.p.h. and 40 m.p.h.?—No.

Mr. Hugh Jones: When did you first decide that the car was travelling at 40 m.p.h.?—I drew my conclusion from the petrol. When this was turned down fully it would go about 80 m.p.h. and on that night the defendant had turned the petrol half on.

Mr. Hugh Jones: Then you could see the defendant's foot working the petrol?—Yes.

Mr. Lindell: Nonsense. What is the use of telling lies. How could you see what acceleration was put on by the foot?

Mr. Hugh Jones: I put it to you that in your statement to the Police, you said that the car was going about 20 m.p.h.?—Yes, I did, but that was the starting speed. Defendant accelerated when he got the car into the Praya.

Mr. Hugh Jones: Now you know that no one is allowed to drive a car without a license?—Yes.

Mr. Hugh Jones: And you also know that it is an offence on your part to allow a person to drive a car without a license?—Yes, but in this case defendant had actually pulled me out and took control of the wheel.

Mr. Hugh Jones: And you did not want to be caught by the Police for allowing a person to drive your car?—Yes, it is so.

Mr. Hugh Jones: And you also know that if a car is driven at an excessive speed, you have your number taken by the Police?—Yes.

Mr. Hugh Jones: And that enquiry will be made in case of an accident?—Yes.

Entitled To Very Little Credit.

In further cross-examination witness said that the defendant was driving the car on the left side of the street, close to the Praya wall. The car was going straight at a lamp standard before the accident and had the defendant not swerved, the vehicle would undoubtedly have hit the lamp standard.

The magistrate drew witness's attention to his original statement about the defendant not having made any single swerve before the man was knocked down. Witness corrected himself by saying that the defendant did swerve on that occasion.

Witness added that defendant swerved to the left, bringing the car between the standard and the water's edge—a distance of about ten feet.

Mr. Lindell said that that could hardly be possible and told the witness that if he told more lies he would be sent to gaol. Witness then again corrected himself by saying that the car swerved to the right side of the road.

The Magistrate told Mr. Hugh Jones that it was quite obvious that the witness's evidence was entitled to very little credit. Mr. Jones: Would your Worship please record that, as I do not know what other evidence the Police will bring forward in this case.

Medical Evidence.

Dr. J. R. Craig deposed to the deceased having died without regaining consciousness at the hospital from wounds on the body and head. Under cross-examination witness said that the injuries could also have been caused by a fall and the fact that the man was carrying a load would make his fall the heavier.

The case was then adjourned until to-morrow afternoon.

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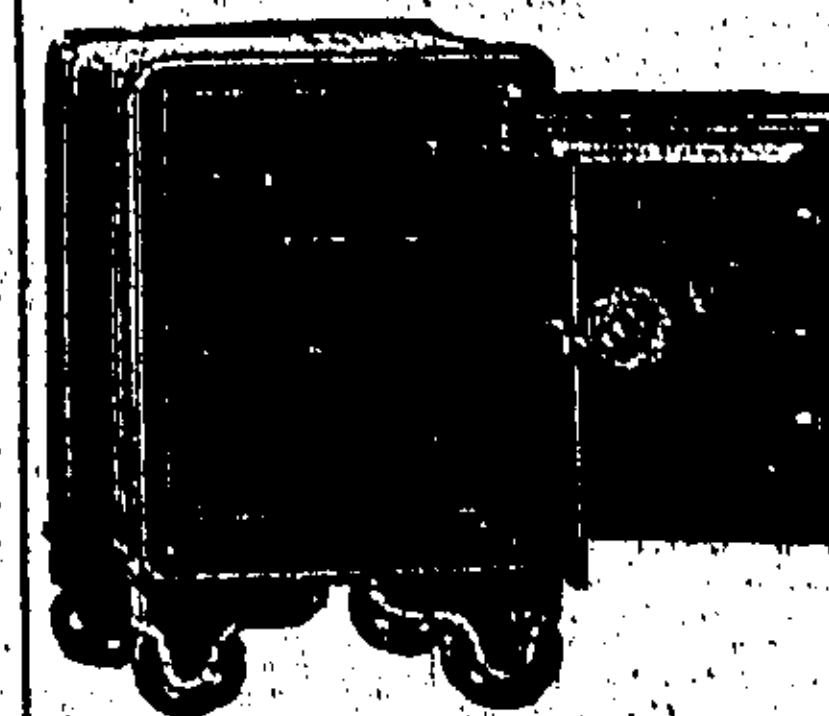
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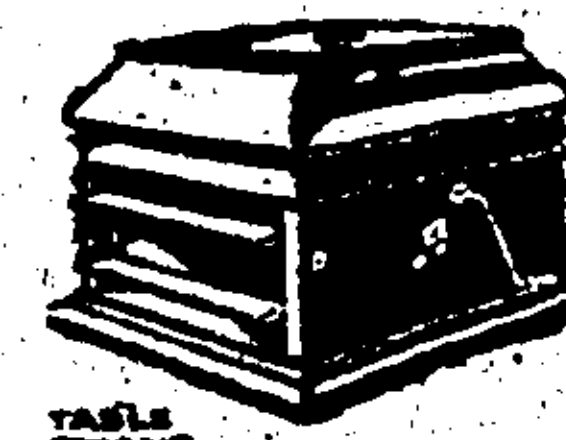
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NEW ADVERTISEMENTS.

INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONG KONG.

ANNUAL GENERAL MEETING, 1928.

MEMBERS are requested to attend the ANNUAL GENERAL MEETING to be held in the Rooms of the INSTITUTION on WEDNESDAY, APRIL 4th, at 6 p.m.

BUSINESS: Report and Statement of Accounts for the Year 1927. Election of Officers for the Year 1928. General.

A. LANDSBERT, Hon. Secretary. [6088]

GANDE, PRICE & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Company's Office, No. 2, Ice House Street (St. George's Building), on THURSDAY, the 12th APRIL, 1928, at 12 O'CLOCK, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the Year ended 31st DECEMBER, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th APRIL, 1928, Both Days inclusive.

C. BOND, Secretary.

Hong Kong, 4th April, 1928. [6087]

THE DIOCESAN BOYS' SCHOOL, HONG KONG.

THE EASTER HOLIDAYS are From 1.20 p.m. on WEDNESDAY, APRIL 4th, to 9 a.m. on WEDNESDAY, APRIL 11th, 1928.

THE SECOND PAYMENT of SCHOOL FEES for 1928 is Due on TUESDAY, MAY 1st. New Boys may be admitted on MONDAY, APRIL 30th.

For Prospectus, etc., Apply to The BURSAR, P.O. Box 33.

The Reverend W. T. FEATHERSTONE, M.A. (Oxon.), Headmaster. [6087]

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the Undersigned intend at an Early Date to apply to the Legislative Council of Hong Kong for a Bill to suppress and prevent abuses in the management of Chinese Temples and in the administration of the Funds of Chinese Temples.

Dated the 2nd day of March, 1928.

SHOUSON CHOW, R. H. KOTTEWALL. [6086]

G. B. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 10th DAY of APRIL, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kowloon in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	No. 2110.	Junction of Mong Kok Road and Tung Choi Street.	88 feet 6 inches by 60 feet 6 inches by 60 feet 6 inches.	4,080	48	8,160

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY, SATURDAY, and MONDAY, the 6th, 7th, and 8th INSTANT. (Easter Holidays).

Hong Kong, 2nd Apr. 1928. [6081]

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED Our Office to No. 7, QUEEN'S ROAD CENTRAL, 4th Floor, FAIRVIEW BUILDING.

BORNEMANN & CO. [6081]

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED Our Office to Bank of Canton Building, 2nd Floor, Room No. 20.

OUR AGENCY ROOM: TO FREUCH BANK BUILDING BASEMENT.

HUGHES & EOUGH, LTD. Hong Kong, 30th Mar., 1928. [6080]

INTIMATIONS.

HONG KONG BASEBALL ASSOCIATION.

THE ANNUAL MEETING of the HONG KONG BASEBALL ASSOCIATION will be held at the AMERICAN CONSULATE GENERAL, 530 p.m. WEDNESDAY, APRIL 4th, 1928.

All interested are requested to attend.

H. H. WONG, Hon. Secretary. [6089]

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company will be held at the Head Office, No. 4, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 4th APRIL, 1928, at 2.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th MARCH, 1928, to the 1st APRIL, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board, LOOK POONG SHAN, Chief Manager. Hong Kong, 19th Mar., 1928. [6029]

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD YEARLY MEETING of HONG KONG TELEPHONE COMPANY, LIMITED, will be held on WEDNESDAY, the 11th DAY of APRIL, 1928, at the Board Room of the Company, Second Floor, Exchange Building, Hong Kong, at 12 O'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Financial Year ended 31st DECEMBER, 1927, confirming the appointment of Three Directors and re-electing Two Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th APRIL, to the 11th APRIL, 1928, Both Days inclusive.

Dated the 30th day of March, 1928.

By Order of the Board, J. P. SHERRY, Manager. 14, Des Voeux Road Central, Hong Kong. [6082]

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONG KONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Offices of Messrs. SHERRIN, TOMES & CO., St. George's Building, Central Road, Hong Kong, on SATURDAY, the 14th DAY of APRIL, 1928, at 11.00 a.m., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st DECEMBER, 1927, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th APRIL, Both Days inclusive.

By Order of the Board, S. COURTNEY COOK, Secretary. Hong Kong, 31st Mar., 1928. [6083]

HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather permitting) at HAY PAVILION on SATURDAY, 7th APRIL, and on MONDAY, 9th APRIL, 1928, commencing at 2.30 p.m. on Both Days. The First Bell will be rung at 2.00 p.m.

The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all persons including Ladies. Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LESTER & DAVIS, at \$5.00 Each Per Day, up to FRIDAY, 6th APRIL, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tip Tac Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. [6087]

BUSINESS OPPORTUNITIES.

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INTIMATIONS.

HONG KONG CLUB.

NOTICE.

IN Terms of Debenture Conditions Nos. 12, 13 and 14, NOTICE IS HEREBY GIVEN that all Unredeemed Debentures (1920 issue—\$300 Each) of the HONG KONG CLUB, will be Redeemed on the 30th SEPTEMBER, 1928.

By Order, T. A. ROBERTSON, Lieut. Col., Secretary. Hong Kong, 20th Mar., 1928. [6079]

GREY & HAWKER.

NOTICE.

AS on and from the 1st APRIL, 1928, the Undersigned will carry on in Partnership under the Firm Name of GREY & HAWKER the Business of the Architectural Department of the Hong Kong Realty and Trust Co., Ltd. Address: 2nd Floor, Exchange Building, 150, Des Voeux Road Central, Hong Kong.

Telephone No.: Central 4118.

Telegrams: "Greyplan, Hongkong."

GEO. W. GREY, Chartered Architect. J. BENTLEY HAWKER, Chartered Surveyor. Hong Kong, 30th Mar., 1928. [6082]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, THOMAS BURLINGTON WILSON, of 4A, Des Voeux Road Central, Victoria, in the Colony of Hong Kong, as Agent for DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER), HEREBY GIVE NOTICE that for the purpose of Conformity, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "J. S. DOLLAR" of the Port of Hong Kong, Official Number 140336 of Gross Tonnage 9,394.41 tons, Register Tonnage 6,919.41 tons, heretofore owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER), for the Permission to Change her Name to "CHIEF MAQUILLA" and to have her registered in the New Name at the Port of Hong Kong as owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER).

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Hong Kong, this 27th day of March, 1928.

(Signed) T. B. WILSON, Agent for DOLLAR STEAMSHIP LINES, Ltd. (or VANCOUVER). [6084]

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Dated at Hong Kong, this 27th day of March, 1928.

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I, THOMAS BURLINGTON WILSON, of 4A, Des Voeux Road Central, Victoria, in the Colony of Hong Kong, as Agent for DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER), HEREBY GIVE NOTICE that for the purpose of Conformity, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "ROBERT DOLLAR" of the Port of Hong Kong, Official Number 145188 of Gross Tonnage 10,893.47 tons, Register Tonnage 6,790.88 tons, heretofore owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER), for the Permission to Change her Name to "CHIEF CAPILANO" and to have her registered in the New Name at the Port of Hong Kong as owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or VANCOUVER).

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Dated at Hong Kong, this 27th day of March, 1928.

(Signed) T. B. WILSON, Agent for DOLLAR STEAMSHIP LINES, Ltd. (or VANCOUVER). [6066]

INTIMATIONS.

NOTICE.

NOTICE IS HEREBY GIVEN that my Appointment as Controller and Custodian of Enemy Property in China will terminate on MARCH 31st, 1928, and the Office of the Custodian at Shanghai will be Closed. As from APRIL 1st, 1928, Mr. JOHN BROUGHTON KNIGHT of the CLARENCE OFFICE (Enemy Debts), Cornwall House, Stamford Street, London, S.E.1, has been appointed to act as Controller and Custodian of Enemy Property in China, and all Correspondence should be forwarded to him at that Address.

ADDINGTON, Custodian of Enemy Property in China, Shanghai, March 28th, 1928. [6092]

WHY Continue to suffer when you reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st Floor.

TAKE THIS OPPORTUNITY Now at Learning the YALE BLUES from the Misses ALDEN and DORIS WOODS Before their Departure from the Colony in May! It is THE DANCE OF THE SEASON, and should be learnt from these EXPERT TEACHERS and DEMONSTRATORS. Private Lessons Daily, Studio: 3, BEACONSFIELD ARCADE, TEL. C. 3125. [5991]

SHOPS TO LET KOWLOON.

46/52, NATHAN ROAD

AND 88, NATHAN ROAD.

APPLY TO S. J. DAVID & CO., DAVID HOUSE.

67/69, DES VOEUX ROAD

CENTRAL.

carrying it on the West River quickly gets into difficulties. On the other hand the importation of opium into the Colony is prohibited. But trade in opium is legitimate in Wuchow. It is easily obtained and prices are low. Any sailor or passenger, therefore, who can elude the Revenue searchers and smuggle a little opium into Hong Kong can secure a huge profit. But if a ship is found constantly bringing opium the owners are suspect. These unfortunate gentlemen consequently are at their wits end to know what to do for the best. They point out that in spite of every precaution they are likely to get into trouble both coming and going, and as, in their opinion, it is impossible to prevent smuggling under present conditions they humbly appeal to the Government that those conditions shall, in some respects, be changed. Their case appears to be a strong one but whether the remedies they propose are practicable is another matter. They do not wish to carry salt, and, therefore, they suggest that the export of salt from the Colony shall be declared illegal. The Police and Revenue Officers now at the wharves are not concerned whether salt is taken aboard or not. It is usually packed in small quantities and can be readily hidden. If the export were prohibited it is thought that these Officials would be on the alert against law-breakers and would make the task of the smuggler more difficult. It is also proposed that Revenue Officers and experienced detectives should travel on the ships regularly to search for contraband and to lay those who traffic in it by the heels but, unfortunately, nothing is said regarding the expenses such a procedure would entail.

The export of salt from Hong Kong is not illegal, but it is regarded as contraband by the Chinese authorities and any boat found

SMUGGLING ON THE WEST RIVER.

The Chinese owners of boats flying the British flag which are engaged in the West River trade feel that they are between the devil and the deep sea and are petitioning the Governor-in-Council for assistance. It is notorious that a great deal of smuggling goes on, and the owners of the vessels on which the smuggling takes place are held to some extent responsible. An example is cited of a steamer being prevented from engaging in the river trade for over two months on account of the frequency with which smuggled goods were found on board, and the owners go in fear and trembling that a similar fate may overtake other of their ships.

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INTIMATIONS.

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOUR.

ITE OF PROVED HIGH QUALITY.

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

Demand and insist on having WATSON'S Aerated Waters.

A.

PIERCE FIGHTING IN SHANSI.

FENGTIENESE ADVANTAGE.

NO GIVING WAY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 3rd.
There is an authoritative report that General Yen Shih Shan's troops in Northern Shansi have been engaged in a fierce struggle with the Fengtienese invaders for the last few days.

According to the latest report the Fengtienese have gained a considerable advantage, but the battle is still being waged as fiercely as ever.

TURKISH MINISTER FOR NANKING?

(Fah Tze Yat Pao.)

SHANGHAI, April 3rd.
Messrs. Hu Han Min, Sun Fo and C. C. Wu, who are making a tour of Europe, have telegraphed to Nanking stating that when they visited Turkey the Turkish Government expressed their willingness to open diplomatic relations with the Nationalist Government. If the latter consents to this proposition the Turkish Government will appoint a minister to Nanking.

THE AMOY BOYCOTT.

(Fah Tze Yat Pao.)

SHANGHAI, April 3rd.
Under the instructions of the Kuomintang, the Anti-Japanese Association in Amoy has decided to replace the picket corps with a body of "volunteer inspectors" in order to see that no Japanese goods are imported by any Chinese firm.

CHINESE DEPORTEES FROM RUSSIA.

(Fah Tze Yat Pao.)

SHANGHAI, April 3rd.
According to a report received by the Peking Foreign Office, Chinese people in Russia, deported to Chinese territories by the Soviet Government, have reached the total number of 3,400 up to the end of March. Consequently the Peking Foreign Office has taken up this matter with the Soviet Government through Mr. Chong Yen Nan, Chinese Chargé d'Affaires in Moscow.

U.S. AND TREATY REVISION.

DELEGATION OF ALL CHINA.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 2nd.
Coincident with the State Department's announcement of the settlement of the Nanking incident as satisfactory to the United States, Mr. Frank B. Kellogg has issued a statement renewing the pledge made on January 1st, 1927, that the United States is willing to open negotiations for new treaties to replace the so-called "unequal treaties" whenever a delegation fairly representative of all China requested such an action.

THE KOENIGSBERG CONFERENCE.

POINTS FOR SETTLEMENT.

[THROUGH REUTER'S AGENCY.]

BERLIN, April 2nd.
The Polish-Lithuanian Conference at Koenigsberg has concluded an agreement to appoint Commissioners, in the first place, to deal with trade and communications, to sit at Kovno, secondly, to deal with the security question to sit at Warsaw with the aim of concluding a non-aggression pact, and thirdly, to deal with the frontier traffic problem, to sit at Berlin.

U.S. SYNDICATE'S BIG TRANSACTION.

DANISH GOVERNMENT LOAN.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, April 2nd.
A new Danish Government Loan of 855,000,000 at 4 1/2 per cent. has been taken over at the price of 93.03 by an American syndicate, consisting of the Guaranty Trust Company, the International Acceptance Bank, Messrs. Dillon Read and Company, and the Union Trust Company.

SHANGHAI RATEPAYERS.

MORE CHINESE COUNCILLORS.

MODUS VIVENDI ESTABLISHED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 3rd.
The Municipal Council of the Chinese Ratepayers' Association reached a *modus vivendi* this afternoon regarding Chinese representation on the Council. This removes a long outstanding Chinese grievance.

Under this arrangement between the bodies mentioned, the Association forthwith appoints three Chinese Councillors, while six Chinese are added to the Municipal Committee. The Council will henceforth consist of 5 British members, 3 Chinese, 2 Japanese and 2 American.

A noteworthy passage in the final reply to the Association by the Chairman, Mr. Fessenden, reads: "The Council quite appreciates the point that, with full co-operation from the Chinese, the proposed arrangement will in the ordinary course of events lead to an increase in the number of Chinese members on the Council."

KING AMANULLAH SAYS GOOD-BYE.

STATE VISITS TO RUSSIA AND PERSIA.

[BRITISH WIRELESS SERVICE.]

LONDON, April 2nd.
The King and Queen of Afghanistan motored from London this morning to Windsor Castle. They were received by King George and Queen Mary with whom they lunched, afterwards making a tour of the castle.

The Afghan Royal visitors then made their final farewell to King George and Queen Mary.

Before leaving Windsor, King Amanullah placed a wreath on the tomb of King Edward.

King Amanullah and Queen Souriya go to Paris on Thursday en route for Afghanistan. On their way home, they will pay State visits to Russia and Persia.

VISCOUNT IN MOTOR ACCIDENT.

THE QUEEN'S NEPHEW.

[THROUGH REUTER'S AGENCY.]

PARIS, April 2nd.
Viscount Trematon, the eldest son of the Earl of Athlone, and a nephew of Queen Mary, was involved in a serious motor accident on the Paris-Lyons road near Belleville-sur-Saône to-day.

The car shot off the road and crashed into a tree. Mr. Kenneth Madocks, one of his friends, was killed, and all the other occupants were badly injured.

Viscount Trematon is now in hospital at Belleville-sur-Saône and it is believed he is severely injured. The Viscount is not yet 21 years of age and was making a motor-tour of France.

The British Embassy has announced that Viscount Trematon's condition is satisfactory. He has been allowed to take nourishment and to smoke a cigarette.

Two of his companions are also badly hurt.

THE RUBBER QUESTION.

A JOINT CONFERENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, April 2nd.
The Rubber Growers' Association met the Committee of the Dutch Rubber Producers, after which the Association appointed a committee to confer further with the Dutch committee.

PREMIER TO VISIT THE BATTLEFIELDS.

[BRITISH WIRELESS SERVICE.]

ROBURY, April 2nd.
The Premier has expressed his intention to visit the battlefields on the Western Front during the Whitsun Holiday. Accompanied by Mrs. Baldwin, he hopes to leave London for France on Whit Tuesday, May 29th.

BRAZILIAN MINISTER'S WIFE KILLED.

TAXI OVERTURNS.

[THROUGH REUTER'S AGENCY.]

GRENOBLE, April 3rd.
Baroness De Lennep, the wife of Dr. Guerre Duval, the Brazilian Minister at Berlin, was killed when a taxi in which she was driving from Cannes to Paris overturned.

FIRE DISASTER IN KARACHI.

IMMENSE DAMAGE DONE.

THOUSANDS OF COTTON BALES DESTROYED.

[THROUGH REUTER'S AGENCY.]

KARACHI, April 3rd.
Over 35,000 bales of cotton were destroyed in the most serious fire ever experienced in Karachi. The fire started in the afternoon and had spread gravely by nightfall.

A solid wall of flames, twenty feet high, extending for half a mile, left the fire brigades helpless, as, owing to the heat, they were unable to approach. The damage is estimated at a crore (10,000,000) of rupees.

Several tons of wheat, rice, and other foodstuffs were gutted.

A SUCCESSFUL TRIAL.

NEW FRENCH CRUISER.

WORLD'S RECORD SPEED.

[THROUGH HAVAS AGENCY.]

PARIS, April 3rd.
On her trial off Lorient, the new French 10,000-ton cruiser *Tourville* attained a speed of 33.15 knots, beating the world's record previously held by her sister ship *Duquesne* with 33.3 knots.

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THE COTTON TRADE.

GOVERNMENT ENQUIRY SUGGESTED.

A HOPELESS PLAN.

[THROUGH REUTER'S AGENCY.]

LONDON, April 2nd.
In the House of Commons, Mr. Tom Shaw (Lab., Preston) opened a discussion on the depressed position of the Lancashire cotton trade and moved a resolution for an exhaustive Government enquiry, from the capitalisation of the mills to the merchandising of the cloth.

Mr. Shaw pointed out that they heard a great deal, in connection with the cotton industry, of Japan and India, but he was very doubtful whether the Indian employer really had an advantage in actual wages cost over the employer in Britain.

Sir Philip Cunliffe-Lister, President of the Board of Trade, thought that a Government enquiry at present would be about the least hopeful thing for the Lancashire trade. He added that the report of the Balfour Committee, which would be published in a few weeks, comprised a complete review of the textile trade, and it would be followed by a final report making general recommendations with regard to policy.

He was of the opinion that a Government enquiry would immediately stifle activity and put the industry on the defence.

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COLLIERY DEPRESSION.

MANY FITS EXPECTED TO CLOSE.

THE KING'S GENEROSITY.

[THROUGH REUTER'S AGENCY.]

LONDON, March 3rd.
His Majesty the King has given £200, and the Queen £250 to a fund opened by the Lord Mayors of London, Cardiff, and Newcastle in relief of women suffering from the depression in the coal mines. By this fund it is also hoped to facilitate the movement of boys from the coal-fields to employment elsewhere.

The closing is expected of forty collieries in Scotland, half of which are in Lanarkshire. The Scottish owners have started the pooling system for the purpose of closing unprofitable collieries.

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LAWN TENNIS.

FINCHERS ENTER THIRD ROUND.

In a spectacular match yesterday the Fincher brothers defeated Chong Tuck Wing and K. T. San, of the University, by three sets to one in the second round of the Open Doubles Championship of the Colony. Fine and even play prevailed throughout, the pairs being well matched and the standard of tennis was high. The Fincher brothers gave the more polished and forceful display, E. F., the younger, scored many smashes but was, on the whole, eclipsed by his brother Teddy who played by far the best game of the four. He showed great enterprise throughout and frequently drew applause for his clever placing with his backhand and strong baseline drives. The University pair played the steadier game and appeared to rely more on brain work and science to win their points, but their shots lacked the sting of the opponents. K. T. San was the surer of the two and gained the admiration of the spectators for the cool way he often retrieved the position. He saved a good many difficult shots and volleyed very well. Chong proved to be a stylist, but his shots were too slow to be of much effect against the speedy Finchers. Both pairs indulged in lobbing throughout and played steadily.

The climax of the match was reached in the third set, after the first two sets had been divided, play being very even, the winners taking the first set. By dint of accurate play, the University pair gained a substantial lead at 5-2, but the Fincher brothers showed their fighting qualities by winning the next two games comfortably. The eighth game produced a fine struggle in which, Chong serving for the University pair, seemed certain to win the game and set when 40-60, but the Fincher brothers turned the tables by first making the score deuce and then seizing the game, mainly due to slight nervousness on the part of Chong. A ding dong fight for the third set followed. From 5-11 neither pair gave in to the other and it was not until 10-11 that Chong was seen at his best during the third set and it was in a large measure due to him that his pair could pull the set out of the fire at 5-2 down.

After that although San and Chong still continued to give their opponents a close game, the Finchers had control and eventually won the fourth set at 6-3.

Other Matches.

Ground conditions were bad again and the programme was curtailed yesterday, four matches being decided. E. de Sousa and A. V. Remedios qualified for the third round by defeating Fujieda and Hachiuma, of the N.Y.K., in four sets. They now meet the winners of Ng Sze Kwong and Ng Sze Cheung v. Lee Wai Tsai and Lee Woon Tsoi.

The scores of yesterday's matches were as follows:—

Open Doubles.

2nd Round.
E. C. Fincher and E. F. Fincher beat K. T. San and Chong Tuck Wing, 6-4, 7-7, 12-10, 6-3.
E. de Sousa and A. V. Remedios beat T. Fujieda and Y. Hachiuma, 6-4, 6-2, 3-6, 6-1.

Handicap Doubles.

2nd Round.
H. V. Parker and O. J. Shannon (rec. 5/6) beat A. B. Raworth and J. D. Humphreys (own 5/6), 6-4, 4-6, 6-3.

Mixed Doubles.

S. E. Green and Miss Heard (scr.) beat Lieut. J. B. H. Kealy and Miss Luard (scr.), 6-3, 6-3.

TO-DAY'S MATCHES.

Open Singles.

3rd Round.
Ng Sze Kwong v. J. M. da Silva.
A. H. Crook v. H. Yoshida.

Open Doubles.

R. Hancock and Dr. R. E. Tottenham v. S. A. Hussain and S. S. Hussain.

Handicap Singles "B."

3rd Round.
T. G. Bennett (rec. 1/6) v. J. Wilkie (rec. 5/8).
H. V. Parker (rec. 1/6) v. A. C. Howell (rec. 1/6).

Mixed Doubles.

Mrs. C. P. F. James and A. D. Humphreys (own 15/3) v. Mr. and Mrs. G. G. Grove (scr.).

LOCAL FOOTBALL.

MALAYA v. ARMY.

ARMY WIN BY FOUR CLEAR GOALS.

The game between the Army and Malaya drew a good crowd to the Hong Kong F.C. ground yesterday afternoon. The Army turned out the same side that defeated the Rest on Saturday last at Sookunpoo. The teams were as under:—

MALAYA:—Ah Keng; Yeoh Sun and Chiang Seng; Poh Kint, Boon Lay and Keng Kwee; P. Toong, Koh Yim, Yong Liang, Choon Lim and Keng Pak.

ARMY:—Anderson (K. O. S. B.); Hurst (Scots Guards) and Martin (K.O.S.B.); Carswell (Scots Guards), Sims (R.A.M.C.) and Hill (Queen's Regt.); Campbell (K.O.S.B.); Aird (Scots Guards), Leach (R.A.), McGlinchey and Pte. Alexander (K.O.S.B.). Referee: Mr. Ip Kau Ko.

The opening half was very evenly contested throughout. Each side had chances to score but failed. Leach came very near when he sent in a fast shot, Ah Keng just reaching the ball as it was about to pass the post. Ling, the visitors' centre-forward, was not so accurate as on Sunday last, for he had a couple of good openings. The visitors backs were very sound while Boon Lay, at centre half, broke up the Army combination. McGlinchey tried a couple of shots at long range but they went wide. The first half was a blank.

In the second half the Army put on four goals without any reply from the visitors. The half had been in progress about fifteen minutes when Leach scored a beautiful goal from the penalty line. Turning with the ball at his foot, he sent in a fast rising cross shot that beat the goalie all the way and opened the score for the Army amidst applause. Leach came through again but was bent close in by Yeoh. A tussle near the corner flag went in favour of Campbell and he gave to Carswell who sent goalwards and Alexander shot into the net giving Keng no chance. The Malaya team worked the ball down but Liang shot wide from inside the goal area. Aird met a centre from Alexander and netted, giving the Army a three goals lead. Before the final whistle sounded Leach scored again from a centre by Campbell. Final score: Army 4; Malaya 0.

TO-DAY'S FIXTURES.

HONG KONG LEAGUE.

Division I.

Club de Rekreio v. Scots Guards, King's Park ground at 3 p.m. Referee: Mr. Baldwin.

MALAYAN CHINESE v. ROYAL NAVY.

The last of the series of football games which the Malayan Chinese are playing in this Colony will take place this afternoon against the Royal Navy at the Hong Kong Football Club ground at 4.30. The visitors who played the Army yesterday will field a strong eleven to-day, as they have twenty-four players in the party to call upon. The Navy, it is certain, will field their strongest representative team and a keen game is expected.

After to-day's game the Malayan visitors will take the night steamer Charles Hardouin to Canton, and on Thursday they will meet the Canton team, after which a reception will be held for them by the Kwangtung Amateur Athletic Federation. On Friday morning they are returning to this Colony to witness the Lai Wah Cup Game in which the Hong Kong Chinese are meeting the Army.

Last night the Hong Kong Chinese Amateur Athletic Federation entertained the Malayan players to the "Wilbur Players" at the Star Theatre, Kowloon.

LADIES' RECREATION CLUB.

LADIES' CLUB HARD COURT SINGLES CHAMPIONSHIP.

Entries for this event will close on Saturday, April 7th, and all entries should be sent to the Hon. Secretary, Mrs. J. Craig, 6/o Government Civil Hospital.

The dates on which matches are to be played will be advertised on April 10th.

THE F.A. CUP.

HUDDERSFIELD ENTER THE FINAL.

A NARROW VICTORY.

(THROUGH REUTER'S AGENCY.)

LONDON, April 2nd.

In the Association Cup semi-final replay to-day, Huddersfield beat Sheffield United by one goal to nil on Manchester City's ground.

Johnson, the Scottish international right winger, scored Huddersfield's goal eight minutes after the interval.

Scottish League.

In a Scottish League match to-day, Raith Rovers drew with the Rangers, no goals being scored.

Records Of Cup Finalists.

Huddersfield Town thus qualified to meet Blackburn Rovers in the Cup final at Wembley on April 24th in their third meeting with Sheffield United, winning by the only goal scored. The first match ended in a draw at two goals each, and in the replay no goals were scored even after extra time.

The last time the Cup was won by Huddersfield was in 1921-22 when they defeated Preston North End by one goal to nothing. As a Second Division team they reached the final in 1910-11, losing to Aston Villa by a similar margin.

Blackburn Rovers have not reached the final since they held the Cup for two seasons, 1890-91 and the following year. They also won the trophy three times running from 1883-84, their opponents in the first two seasons being Queen's Park and the results being 2-1, 2-0. The record of the Cup finalists during the present season stands as under:—

Huddersfield: 3rd round v. Lincoln, 4-2; 4th round v. West Ham, 2-1; 5th round v. Middlesbrough, 4-0; 6th round v. Tottenham, 6-1; semi-final v. Sheffield United, 2-2; replay 0-0 and 1-0. Goals: for 19, against 6.
Blackburn Rovers: 3rd round v. Newcastle, 4-1; 4th round v. Exeter, 2-2; replay, 3-1; 5th round v. Port Vale, 2-1; 6th round v. Manchester United, 2-0; semi-final v. Arsenal, 1-0. Goals: for 14, against 5.

OWNER v. CONTRACTOR.

QUESTION OF QUALITY OF BRICKS.

The adjourned hearing of the building "dispute" between two Chinese firms was resumed before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday.

The Ng Hing Company claimed \$43,258.42 from the Hang Yip Company, said to be balance due for work done and materials supplied in connection with the erection of eleven houses under contracts dated July 2nd and July 10th, 1924.

The defendants counter-claimed for \$34,000 on the ground that inferior quality bricks were used in the building of the houses.

Plaintiffs were represented by Mr. H. G. Sheldon, Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin were for the defendants. Mr. Basto cross-examined by Mr. Sheldon, stated that he knew that there was ill-feeling between the owners and the contractors, but the only dispute which arose during the erection of the buildings was settled by himself. The dispute, he believed, was concerning the quality of certain bricks.

Mr. C. G. Anderson who was formerly in the employ of Messrs. Little, Adams & Wood in the capacity of Secretary, stated that he remembered the dispute in question and that, accompanied by both the owner and the contractor, he went to the site of the erection and took a sample of the bricks used in the construction of the buildings and with the approval of both parties he compared the sample brick with the brick as specified in the contract. He found that the sample taken from the building was a little smaller and perhaps a little inferior in quality. On taking the two bricks to two brick merchants he found that the price of the specified brick to be about \$100 to \$200 per 10,000, while the cost of the sample taken from the erection was priced at about \$175 per 10,000.

Mr. Eldon Potter in his submission pointed out that no evidence had been called by the other side during the whole court proceedings to show that the bricks used were not Nam Kong bricks. Mr. Basto had picked out four samples of the bricks and certified all of them to be Nam Kong bricks, and in addition, all had substantially answered the clauses in the supplementary contract as "superior, well burnt red bricks."

The two and a half million bricks calculated to have been used in the erection of the buildings were stated by his opponents to be inferior to the sample given for the construction and as specified by the supplementary contract. His clients held that Nam Kong bricks were never supplied but the bricks were chosen by the Ng Hing Company themselves.

The case was adjourned.

THE ITALIAN CONVENT.

YESTERDAY'S PRIVATE PRIZE GIVING.

BOARDERS AND THE CURRENCY.

Yesterday a private prizegiving took place at the Italian Convent. The Very Rev. Fr. O. Spada, Vicar Delegate, gave away the prizes and the Rev. Fr. A. Parisotti read the report after a short entertainment had been given by the pupils. The Rev. Fr. G. Byrne and other Rev. Fathers were present.

HEADMASTER'S REPORT.

The Headmaster's report for 1927 stated *inter alia*:—

The year 1927 has been a singularly quiet and uneventful one for the Italian Convent School. The highest enrolment during the year was 423 pupils, and this has been a more or less constant number throughout the year. Strange as it may be the question of the currency of a neighbouring country has affected the number of boarders in this school. Owing to the high exchange value of the dollar in the Philippines, the School has suffered in the number of its boarders. The School has always been popular with Spanish parents in the Philippines and it is justly proud of the record of successes gained by young ladies from Manila and other cities in the Philippines in the examinations held at Hong Kong.

The inspection was carried out in November and Mr. Ralph's report is very satisfactory indeed and he makes the gratifying comment that the school is "a very efficient institution." He stated that the tone of the school is good throughout; its discipline excellent; and its pupils bright and interested in their work.

The official report proceeds to point out that the improvement in English has been remarkable. The periodical reports of the visiting medical officer furnish parents with a guarantee that the health of their children, while at school, is properly safeguarded and well looked after.

The school has again been successful in the examinations held under the auspices of the University of Hong Kong. Out of 4 pupils presented 3 passed in the Matriculation Examination. Miss Cissy Wong is now a student in the local University. Her future career will be watched with interest by the whole school. The need of lady doctors in China is widely recognised as a pressing one.

Of the 8 students who passed the "Senior" examination, Miss Della Toscan secured honours. Miss Conchita Milian passed with Distinction in Spanish, and Miss Mary Chan with Distinction in English.

There were 11 "passes" in the examinations: 2 with Distinction in Biblical knowledge and 1 in needlework.

There are three scholarships awarded to Miss Olga Rozario. There is also a scholarship founded by the late Sir Hormusjee Mody and the other two, the "Lady Ho Tung" Scholarships, presented by Sir Robert Ho Tung. The former has been awarded to Miss Cecilia Leong, who secured the highest marks at the December examination. Miss Carmen Vas and Miss Amanda Albuquerque are the winners, respectively, of the Lady Ho Tung scholarships for good conduct and application.

While on the subject of scholarship, it is worthy of note that the allocated endowments have all been like to do a little bit of special pleading on behalf of the girls. Parents encounter great difficulties to keep their girls long at school because of the necessity for withdrawing them in order to assist as "bread-winners" of the family.

This report would not be complete without mention being made of Rev. Mother Theresa. For the former headmistress of the school, Mother Peres has been elected Vicar-Regional. On her return from a visit to the Convent's institutions at Timor, Malacca and Singapore the pupils held a reception of welcome when a varied programme of songs and addresses was presented suitable to the happy occasion.

REV. FR. PARISOTTI ON THE SPIRIT OF THE SCHOOL.

Addressing the pupils the Rev. Fr. A. Parisotti said:—

I feel sure that I am voicing the opinion of everyone when I say that the report, which I have just had the privilege of reading to you, is one on which the Convent Sisters are to be congratulated indeed. Very naturally, however, a report written by the sisters themselves is hardly likely to do them complete justice. For they are quite the most self-effacing people in Hong Kong to-day.

I was asked to preach a retreat here recently and was very much impressed with the real, solid and common sense of the whole school. The girls in this school are getting an education, thoroughly up to date in method, but based on the highest moral and religious principles. The nuns here not merely teach; they practice what they teach.

(Continued on next column)

WIFE'S "FREER" LIFE.

ARTISTS IN DIVORCE SUIT.

FOUR-DAYS HEARING.

A wife who, according to Mr. Justice Hill, wanted to embark on what she called a freer and fuller life, apart from family ties, was the petitioner in a divorce suit which ended after a hearing of four days. Mrs. Grace Evelyn Sharrman, of Fins Mansions, Muswell Hill, N., sought the dissolution of her marriage with her husband, Mr. George Owen Sharrman, a colliery agent, of Lynton, Hants, alleging desertion and adultery with a woman named Gabriella.

Mr. Sharrman did not deny adultery, but he denied desertion, and alleged that his wife had deserted him, and further that she had committed adultery with two artists, Mr. Lawrence Henderson Bradshaw, of St. Peter's-square, Hammer-smith, W., and Mr. Austin Osmond Sparre, of Becket House, Great Dover-street, S.E.

These counter-allegations were all denied.

Mr. Justice Hill held there was no evidence against Mr. Sparre and dismissed him from the suit with costs.

Mrs. Sharrman gave evidence in denial of the counter-charges and was followed by Mr. Bradshaw (the man cited).

Simple Role Of Wife.

Mr. Justice Hill in summing up said the jury (a special one) had to answer the question as to whether the wife and Mr. Bradshaw committed adultery. There was, too, the question of desertion.

Mr. and Mrs. Sharrman had been separated since 1913. It was the husband's story that his wife left him because she was in love with Bradshaw. One the other hand, she said that her husband's conduct was intolerable.

There was a possible view which might or might not be connected with the wife's affection for Bradshaw—that she left her husband because he had become dissatisfied with the simple rôle of wife and mother; that she had found her life being cramped; that she thought she had capacities for what she would regard as a more intelligent life; and that she left in order to take to some work and to live untrammelled for the time being by family ties in work in which she was interested.

It might be that she was filled with what one would regard as absurd notions of the seriousness of mere money making and a general revolt against existing social conditions.

Wife's Studio.

Looking at the letters, it seemed quite clear that she wanted to embark on what she called a freer and fuller course of life apart from family ties. It was fair to say that there was no charge of cruelty against the husband.

Mr. Bradshaw was at the time a young art student, and he came to London in 1919, after Mrs. Sharrman, to work under Mr. Frank Brangwyn. There could be no doubt about the professional association of Mrs. Sharrman and Mr. Bradshaw after she left her husband. But none of them would think that because a man and a woman were associated in professional work that they could not be so associated without the utmost purity of thought and action.

Mrs. Sharrman had a garret room in Curator-street (Chancery-lane, W.C.), which she used as a studio, and she and Mr. Bradshaw were there sometimes together at work; but he did not think he could draw an inference of adultery there.

The jury had to consider whether they could find adultery at a studio in St. Peter's-square (Hammer-smith), in which they both painted their work and were often together and to which the evidence had been directed.

The jury, after an absence of two hours and a half, found that there had been no adultery between Mrs. Sharrman and Mr. Bradshaw.

Mr. Justice Hill dismissed Mr. Bradshaw from the suit with costs. He found adultery against Mr. Sharrman.

The question of desertion by agreement was left with the judge, and he adjourned it for argument.

STORY OF A BROKEN TOOTH.

WONG WHO WANTED \$100.

STAR FERRY WHARF INCIDENT.

The story of a Chinese and his broken tooth was told at the Central Magistracy yesterday afternoon, the *dramatis personae* being an American seaman named J. T. Ledoux and Wong Shui, the Chinese gangway-man of the Star Ferry Wharf.

Wong Shui was the guardian of the gangways and gates at the wharf. It was his duty to close the gates to would be passengers as soon as the gangway had been pulled up.

Standing proudly at his post to enforce the rule, Wong came face to face with Ledoux. They met for the first time, but the latter had no time to "park" for a peace conference with Wong. He rushed at the gate, and ignored Wong. Wong protested in uncompromising tones against this exhibition of American hustle and bustle.

His First Shot Up.

Ledoux replied with his burly fist, which he shot up and caught Wong squarely on the mouth. The Chinese coughed up a broken tooth. Holding it up in the air, Wong shouted "no can do" and then the crimson liquid spread all over his face.

The American, feeling sorry for the man, took him to a dentist, where he paid a dollar to have the matter righted for Wong. He also offered to pay a few dollars more as compensation for the tooth which he had extracted free of charge.

Things would have ended there had Wong been less avaricious. He suddenly remembered that when quite a boy he had been taught that Americans always went about with "plenty dollars" in their pockets and the thought of transferring some of the "American coins" into his own pocket seized Wong.

\$100 For Decayed Tooth.

"No can do," he said again, "We must make go Police station and talk to inspector." Ledoux, reluctant, but submissive went with Wong to the Central Police Station where he renewed his offer of paying a few dollars compensation. The inspector asked Wong at how much he prized his decayed tooth, and unblushingly Wong asked for \$100.

This made the inspector smile and he told Wong to think again. After a little self-deliberation, Wong came down to rock-bottom by asking for \$60. This, however, still appeared unreasonable to the inspector so he suggested that the matter be brought to Court.

The two protagonists appeared before Major C. Willson at the Central Magistracy yesterday. With them was Mr. H. C. Macnamara, appearing on behalf of the Star Ferry Company. He outlined the incident to the Magistrate and said that he was not pressing the case because he felt that Ledoux had acted very fairly to Wong. He suggested that the Court should hear what Ledoux had to say.

A Regular Sport.

The American, when asked by the Court, said that he was treated very discourteously by Wong. He had almost passed the gate, when Wong slammed it against his hand. He reacted and hit out. "Why, your Honour, I at once felt sorry for him and I took him to the dentist, who found that the tooth was broken. I paid a dollar for it and, like a sport, I offered him something more. I did not hit him so badly, and if I did, why, then he could charge me."

After the inspector had confirmed what took place at the Station, his Worship said that Ledoux had acted very fairly. He openly admitted that he had assaulted Wong but his attitude toward the man after the incident was gentlemanly. The Magistrate was of the opinion that the case was a small one and a few dollars compensation would meet the case. Accordingly a fine of \$10 and compensation of \$3 were imposed.

COLOURS FOR THE VOLUNTEERS.

PRESENTATION CEREMONY ON MAY 6th.

The Commandant of the Hong Kong Volunteer Defence Corps has issued the following notice to all ranks:—

The grant of Colours to the Hong Kong Volunteer Defence Corps, having received the sanction of the Army Council, has been approved by His Majesty the King.

On Sunday, May 6th, H.E. the Governor will present the Colours to the Corps, on Murray Parade Ground, at 9.30 a.m.

On this important event in the history of the Corps, the Commandant hopes that every member who can possibly do so will make a point of attending.

The Colours have been provided by the Ladies of the Colony, whose presence will be welcomed at the Parade, and at Volunteer Headquarters after the ceremony.

SHIP BUILDING IN GERMANY.

NOTABLE ADVANCES.

SEEKING TO REGAIN WORLD POSITION.

BERLIN, March 19th.

German ship-building, although still below pre-war activity, is making notable strides. Since British ship-building, too, has been covering in output, it has been widely assumed that British gains were being made at the cost of the German ship-yards. This is not true. Authentic figures reveal that the German ship-builders have been securing more and more orders. The recovery of ship-building appears to be world-wide.

World ship-building, which slumped in 1923 to the lowest level since the beginning of this century, came back strongly during the closing months of 1926 and in 1927. The shipping companies were able to obtain, at reasonable rates of interest, the means required to carry out their construction plans, so that large orders could be given to the German wharves and especially to the Hamburg ship-building industry.

Number Of Workers Increased.

During 1927 the number of workers employed at the Hamburg wharves increased by 50 per cent. as compared with 1925. The total orders on hand in the German ship-building industry amounts to about 650,000 gross registered tons, against 1,300,000 to 1,400,000 tons in 1922 and 1914.

The most important German ship-building yards, Blohm and Voss at Hamburg, in publishing their annual report recently, left no doubt that the past year for German ship-builders was a very successful one. Increases in German freight and passenger rates enabled the steamship lines to modernize and expand their tonnage.

Orders placed with German ship-building yards in 1927 amounted to three times those placed in 1923, according to the Blohm and Voss report. It is significant that a large portion of those orders emanated, not from German but from foreign owners. It is felt that, since German and foreign shipping companies have again seriously resumed reconstruction, they will be obliged to replace and augment their fleets annually by new tonnage. This prospect holds the promise of continued prosperity for German ship-builders. The truth of this prediction was indicated in the recent utterances of Geismar Stimming, managing director of the North German Lloyd, who stated that his company would place orders for five or six freight steamers each year. Authorities estimate that German shipping companies will enlarge their fleets on an average of 6 per cent. yearly.

A Big Amalgamation.

It is evident that the determination to meet British, as well as local German competition, provided one of the motives for the amalgamation of nine German shipping companies including the Deutsche Schiff-und Maschinenbau A.G., Bremen, Neptun A.G., at Bottick, Niesche & Co. A.G., at Sottin, the Vulcan works at Bremen and the Seebeck-Werft at Cuxhaven.

The large ship-building companies, such as the Deutsche Werft and Blohm and Voss are not involved, because their situation is strong enough to compete.—*Manila Times*.

HEIRESS' COWBOY HUSBAND.

"6 FEET TALL AND SO HANDSOME."

New York. A romance which might have come straight from a film of Western life is disclosed by the marriage of Miss Barbara Monell, a New York society girl, and Kenneth Wilson Glaze, a cowboy, of Colorado Springs.

Miss Monell, who is 23, is the daughter of the late president of the International Nickel Company, who left an estate of \$2,000,000. Her mother, Mrs. Ambrose Monell, has lived much in London, and last summer entertained largely at Highgate, Castle, Christchurch, Hampshire.

Barbara herself is a famous horsemanship who has won many blue ribbons at American horse shows. She is a magnificent swimmer who at the age of 14 performed a feat of endurance in the sea that astonished her friends at exclusive Newport.

Last autumn she went to Colorado Springs to recover from an operation, staying quietly with a large staff of servants. About two months ago she entered a harness shop run by Kenneth Glaze, who is 27, seeking a leash for her dog. They chatted about dogs and horses. A fortnight ago it was revealed that they were married in the presence of Mrs. Monell, who was accompanied by the bride's uncle, Mr. Ralph Monell.

"I just love him," Mrs. Glaze says. "Of her husband, Mrs. Glaze says, 'I just love him. He is 6 ft. tall and so handsome. A real cowboy.'"

Mrs. Monell said: "I am delighted with the match."

The couple will live on a ranch in the Greenhorn Mountains.

"WHIPPET"

As a result of more economical packing methods, we are able to announce still further price reductions, as from March 19th, 1928.

The "WHIPPET" Model "96" stands alone in car value for 1928.

GILMAN & CO., LTD. | DURO MOTOR CO., LTD.
HONG KONG. Kowloon.

THE HONG KONG DAILY PRESS, WEDNESDAY, APRIL 4th, 1928.

MOTORING NOTES

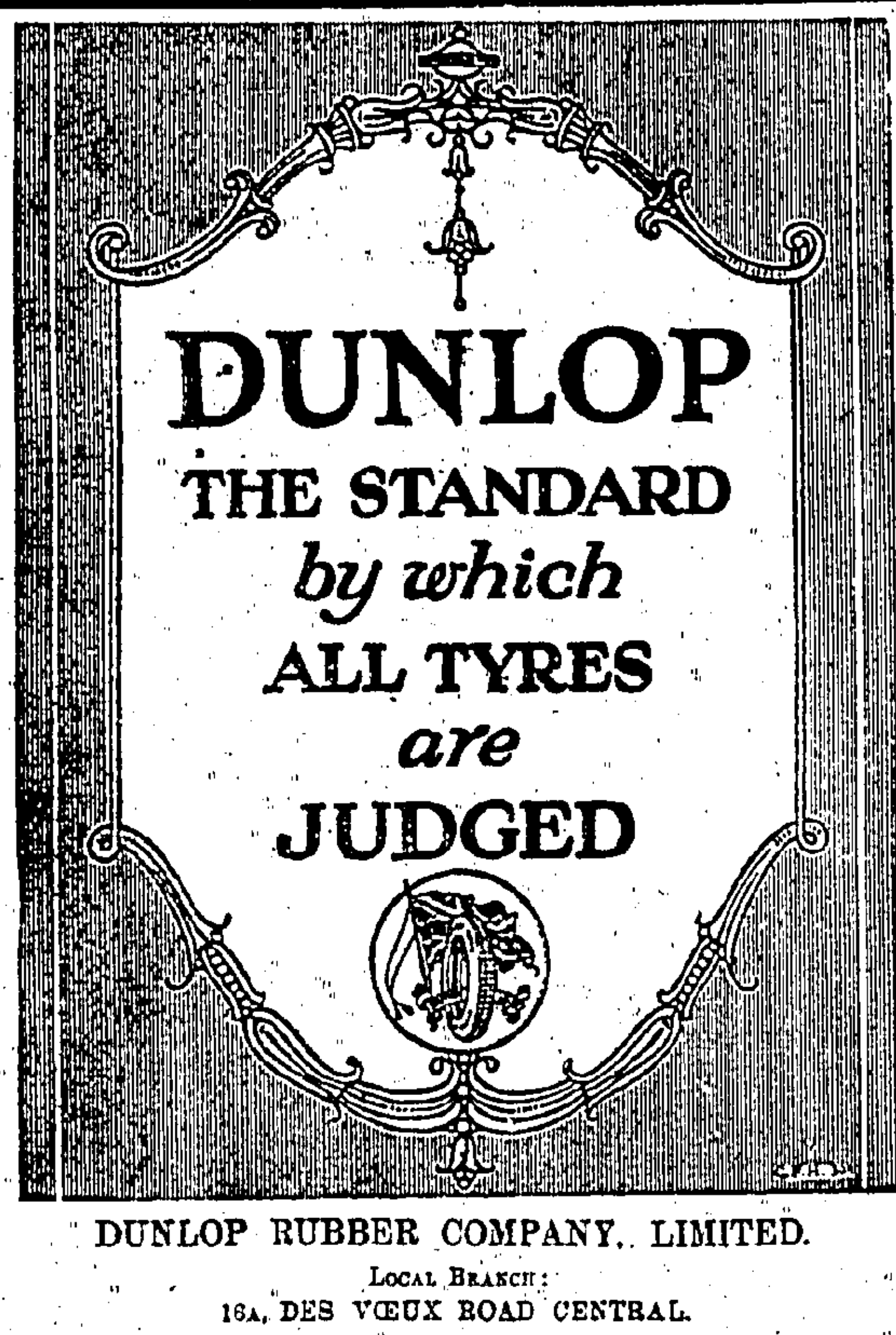
A Weekly Review dealing with Matters of Interest to all Local Motorists.
Our Public Vehicles—New American Cars—Report of Ethyl Gases—No Limits to Man's Speed—Clockwork Car Club—Report of Research Association—Home on Leave—Lord Buckmaster on Commercial Conscience—New Traffic Marks.

"WHIPPET"

REDUCED PRICES
FROM MARCH 19th, 1928.

CHASSIS	H.K. \$1,325.00
TOURER	1,550.00
ROADSTER	1,720.00
COACH	1,850.00
COUPON	1,850.00
SEDAN	1,950.00
CABRIOLET COUPE	1,750.00

GILMAN & CO., LTD. | DURO MOTOR CO., LTD.
HONG KONG. Kowloon.



DUNLOP
THE STANDARD
by which
ALL TYRES
are
JUDGED

DUNLOP RUBBER COMPANY, LIMITED.
LOCAL BRANCH:
18A, DES VŒUX ROAD CENTRAL.

OUR PUBLIC VEHICLES.

EXPENSIVE 1928 MODELS COMMON.

A PAYING PROPOSITION?

To see the 1928 models of such popular and expensive cars as the Buick, Chrysler, Erskine, Oldsmobile, and big Studebakers placed out on fanks as public vehicles naturally causes a little bewilderment to the every-day "joy walker." These vehicles have practically flooded the sections of the parking areas around Pedder Street and Chater Road, and their presence, no doubt, causes no small comment.

A few years back one very rarely had the fortune to meet with an expensive and latest model, but at the present time the private owner finds himself "rubbing shoulders" with the same model as a public vehicle.

Big Earning Power.
It is believed that the men in charge are capable of earning anything from \$200 to \$300 a month. Although this may seem a little prodigious it is nevertheless quite probable. The charge for a trip any so Happy Valley or West Point is generally "suggested" as \$1 or \$1.50, and quite often the uninitiated may hand over as much as \$2 or \$2.50. Taking into consideration every detail such as the distance travelled, petrol, tyre-wear, etc., it cannot work out at anything like this sum, and a very big percentage must go straight into the pockets of the owners.

Anyone in a hurry for the races, attending a dinner, or after the limit time of trains, is ready to engage the services of one of these cars. They are both quick, and comfortable, these 1928 models.

How They Got The Cars.
Of course, there is again the little mystery of how they acquire these expensive 1928 models. Although not in every case, a vast majority are purchased on time payment. To such an extent is this so, that the motor-car agents now exert extreme care and make thorough investigation before selling their cars. The fact that a large number of some make of car are being exhibited as "public vehicles" has little or no attraction for the prospective private buyers.

However, to look on the bright side of it all, the public are extremely fortunate to have these cars at their disposal, and the larger number would undoubtedly prefer these 1928 models to the little, dirty and petrol-smelling taxis that once was their lot.

NEW TRAFFIC MARKS.

SIMPLE AND EFFECTIVE.

As a result of a complaint that vehicles proceeding to the "Star Ferry" were unnecessarily stopped at the corner of the Peninsula Hotel, Kowloon, on account of another vehicle coming from the "Star Ferry"; at the meeting of the meeting of the Kowloon Residents' Association it was decided to lay certain white lines along that section.

At the corner of the Peninsula Hotel along Salisbury Road, two white lines were laid, one curving sharply round the corner, while the other continues in a straight line. The idea is that vehicles wishing to turn into Nathan Road should keep close to the left, so that the policeman on duty at the corner would know the driver's intention and so there would be no cause for unnecessary delay to a vehicle coming down Nathan Road to the ferry.

As for the other white line, should the vehicle wish to continue straight into Chatham Road, the driver must keep on the outer left.

This is a very simple and efficient solution to a problem which has previously caused so much misunderstanding and unnecessary delay.

NO LIMITS TO MAN'S SPEED.

HOW IT HAS INCREASED.

[BY PROF. A. M. LOW.]

Whether from inherent prejudice or a mental complex resulting from the imposition of an artificial legal limit, there has always been a definite impression in the public mind that speed is restricted by human limitations.

Apart from inter-planetary effects, about which very little is known, there is no reason why human beings should not travel at ten times the speed of any known vehicle.

Three hundred m.p.h. in the air has been accomplished; 200 m.p.h. on land is now becoming almost commonplace. Putting aside their technical value and the engineering improvements which result from such feats, these relatively high speeds are useful in dispelling prejudice from the minds of all who travel.

In 1850, 20 m.p.h. was considered dangerous for cycles, and as far back as 1834 George Stephenson prophesied that the rate of any machine was limited to 400 m.p.h. Speed is purely relative, and if an airman is travelling against a 100 m.p.h. gale at 100 m.p.h., he will appear to stand still to a man upon the ground. At great heights there is no impression of speed, just as the railway passenger has no sense of motion when he looks at objects far away, and is compelled to glance at the track of the relatively moving station before he knows whether he is travelling rapidly or not.

In a high-speed car, again, it is the sensation of a quick "getaway" or of rounding a corner fast, combined with plenty of noise, which impresses speed upon the mind. On Brooklands track one seems to crawl at 60 m.p.h. in a silent car, if there is no rush of wind upon the face or if darkness does not help to reduce the range of vision.

Some years ago a travel film was shown to an audience whose chairs were gently rocked from side to side. The sensation of motion was quite extraordinary because the balancing glands of the onlookers were oscillated and because a fan blew air upon their faces.

Only Turns Dangerous.
If you imagine yourself to be in a glass box travelling at 1,000 m.p.h. over smooth ice without wheels or jar and without seeing the objects all around you, you would be quite unable to tell whether you were moving or not, apart from the sensation of acceleration when rounding corners or increasing or decreasing speed. It is only the turns that are dangerous during high speed flying, the danger arising from strains imposed upon the organs of the body and the aeroplane itself.

During the war quite a number of aeroplanes broke their wings owing to a sudden pull-up after diving. And the blood becomes drawn from the head of the pilot by centrifugal force when he is rounding a sharp bend.

That everyone should appreciate the importance of speed is very material. We live upon an island and must get into our minds that by means of land-cum-air travel the world is open to us. We must accustom ourselves to the idea that in the future 500 m.p.h. in the air will be an everyday—or night—affair.

Speed Is Relative.
There is no limit. The suggestion that speed will kill is as out of date as the famous medical expression of opinion 80 years ago that 60 m.p.h. might be fatal to the heart's action.

Speed is so relative that without its accompanying sensations it is virtually unnoticeable. The rapid development of engines, of electrical methods of transmission, and the economical use of fuel are all leading to a depressing weight and an increase of speed in our travelling vehicles. When we remain in constant touch with homes and offices throughout our tours all over the world as speeds which will render it possible to pay week-end visits to India, we shall lose the fear of bodily translation, and only look for more comfort or new means of thought transmission in order that our dwindling bodies can be saved from all exertion.

(Continued on next column.)

HOME ON LEAVE.

A most interesting and attractive booklet has come to our hands from Messrs. Henlys Ltd., dealing with "leave" cars for visitors to England from India and the East. The firm undertake to re-purchase cars after a period, and, further, to supply them on hire purchase terms, with a liberal guarantee to take them back when required.

The booklet also gives a good deal of other information, and those going home on leave should not fail to secure a copy. The booklets are obtainable free from the office of this paper, or direct from Henlys Ltd., Gt. Portland St., London and branches.

In motor-cars it is not only high speed that causes danger, it is the immense forces produced by changing the direction of motion of a relatively heavy body. In aeroplanes we may travel so fast that the heating effect of the air becomes important. Even to-day it is necessary to get rid of the electrical charges upon the silk skin of airships produced by the rush of wind. Who knows but that these very forces may not eventually be turned to useful account until we regard this world as a mere landing-ground in the path of travel so vast as to be beyond conception?

World-wide travel is not an accomplished fact, it is only beginning. How interesting it will be when the inhabitants of Central Africa take week-end excursions to Hyde Park on Sunday morning, or when the necessary power is transmitted over half a continent from centralised coal mines.

Humber

The Sturdiest Car for Overseas

ONLY a close examination reveals the small details of Humber construction that tell so surely in actual use. The margin of strength in their every part enables Humber Models to withstand the test of rough roads and heavy usage—a fact that has long established them in the favour of Colonial Owners.

9/20 H.P. 2/3 Seater with Dickey Seat	
9/20 H.P. 4-Seater Tourer	
9/20 H.P. 4-Seater Saloon	
14/40 H.P. 2/3 Seater with Dickey Seat	
14/40 H.P. 5-Seater Tourer	
14/40 H.P. 5-Seater Saloon	
14/40 H.P. 1 Coupe with Dickey Seat	

920 H.P. 4-Seater Tourer
Other Models of 20/55 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 349 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

HUMBER LTD., COVENTRY, ENGLAND.
Export Branch Office: 31, Holborn Viaduct, London, E.C.1.
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MESSRS. LANE, CRAWFORD, LTD., Hong Kong.

PEDIGREE

even in these democratic days,
counts for something,
and when you realise that



is but the younger brother of a
Family with a world-wide reputation,
for Strength, Reliability and Beauty,

you will undoubtedly wish to have
full particulars of all the Members
of this wonderful Family of Cars.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 14, Chater Road,
Telephones: C. 27 and C. 297.

MOTORING MANIA.

UNDERGRADUATE IN THE DOCK.

OXFORD.
John Garnet Sheldon, an undergraduate of Keble College, Oxford, was charged at Oxford with stealing a motor-car valued at £1,000 belonging to Mr. Geoffrey Peter Shakerley, an undergraduate of Christ Church College.

Mr. Shakerley said he parked the car in Canterbury-square and when he returned ten minutes later it had gone.

Sheldon, in explanation, said: "It was a fine day and I had nothing to do. I saw the car and as I am fond of driving I stepped into it and, taking the first road which came, drove to within three miles of Piccadilly. I turned back, but when I reached High Wycombe, Buckinghamshire, I was stopped by a policeman who asked me about the car. The trouble came when I could not tell him the number. I did not think I was doing anything criminal. I simply was keen to go for a ride."

The magistrates accepted the explanation and dismissed the case.

MORRIS COMMERCIAL CARS

ARE DEMONSTRATING DAILY
THEIR CAPACITY FOR ECONOMIC HAULING
IN PRIVATE AND PUBLIC SERVICE.

LIST OF LOCAL OWNERS

Canton Government	10—30 cwt. 6 Wheelers.
Cheung Mei Bus Co.	4—16 passenger Buses.
China Motor Bus Co.	2—16 passenger Buses.
Kowloon Motor Bus Co.	2—16 passenger Buses.
New Territories Bus Co.	1—12 passenger Bus.
H. Buttonjee & Son	1—30 cwt. Lorry.
Asiatic Petroleum Co.	1—30 cwt. Lorry.
Dodwell & Co., Ltd.	1—Ton Lorry.
"Nestle Chocolate"	1—Ton Delivery Van.

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32" x 8" tyres & F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab...	390
Type Z. 6 Standard Lorry complete with Cab...	420
Type Z. 5 Char-a-banc for 15 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres	£539
Chassis with War Dept. type Body	626

FULL PARTICULARS AND PRICES
OF SPECIAL BODIES & EQUIPMENT
ON APPLICATION

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759

MOTERING NOTES (CONT'D.)

REPORT ON ETHYL GASES.

LEAD DISCHARGES INTO THE AIR.

WORSE IN TRAFFIC BLOCK.

An important stage has been reached in the comprehensive test of Ethyl petrol—the new and much-discussed motor fuel, containing lead tetra-ethyl—which *The Daily Mail* is carrying out in the interests of hundreds of thousands of motorists.

Points From The Report.

According to the report, the tests showed that as an engine became warmed up the lead content in the exhaust gases rose from 1.78 per cent. of the lead supplied in the petrol to 60.2 per cent. It is pointed out that: The engine starts lead during idling periods. . . . In the racing away after a traffic stop, heavier discharges of lead may be expected.

It is important that users of ethyl petrol should ensure that the joints of the exhaust manifold and silencer are thoroughly tight.

The proportion of lead deposited on engine surface, such as pistons and cylinder heads, after the consumption of .24 gallons of ethyl petrol was 8.75 per cent. of that supplied in the petrol. In the crank-case, the proportion was 11.72 per cent.

Lord Buckmaster.

Simultaneously with the issue of the Motor Research Association's report, the Government held an inquiry into the possible dangers arising from the use of ethyl petrol. Lord Buckmaster declared that during the war the use of tetra-ethyl of lead as a poison gas was considered, and experts regarded it as a means of disseminating more certain death than any other poison they had got. Its action is not necessarily instantaneous. . . . It comes without warning. . . . It is capable of being dissolved in oil so that there is no need for any abrased surface of your skin for this poison to take effect.

REPORT OF RESEARCH ASSOCIATION.

The report of the Research Association of British motor and allied manufacturers, on exhaust gases from ethyl petrol stated that: This fuel consists of No. 1 petrol with the addition of about one teaspoonful of Ethyl fluid per gallon of petrol (one gallon equals 1,260 teaspoonfuls). Ethyl fluid consists of:

Tetra Ethyl Lead	54.54
Ethylene dibromide	36.38
Halowax	9.09
Red Dye (No. 4 Sudan)	0.01
Total	100.00

Ethyl petrol is ordinary No. 1 petrol containing lead equivalent in weight to slightly more than a sixpenny-piece per gallon, or slightly more than a shilling-piece in a two-gallon can. . . . Since this lead is admittedly in the petrol, it must either remain in the engine, as a deposit on the various surfaces, or in the lubricating oil, or it must be blown into the exhaust and breather gases, or a combination of all these may occur.

Lead In The Engine.

The amount of lead in the exhaust gases is important in connection with air pollution and poisoning by inhalation, and the quantity of lead deposited on engine surfaces or in lubricating oil is of interest in relation to the health of those who are to handle engine parts during repair and overhaul.

To put the facts very briefly, we may state that in every two-gallon can of Ethyl petrol there are about seven grams of lead, and, since each can of petrol produces 3,200 cans of exhaust gas, we have available about 22,400 grammes of lead for each cubic foot of exhaust gas, or 2.67 milligrammes of lead for each cubic foot of exhaust gas, or 84 milligrammes per cubic metre.

These figures give the lead that would be in the exhaust gas if none remained in the engine.

LORD BUCKMASTER ON COMMERCIAL CONSCIENCE.

Lord Buckmaster, who moved in the House of Lords for the appointment by the Government of a Committee "to advise as to the public danger that may arise from the use of lead tetra-ethyl in motor spirit," said: "Last summer I was speaking to a very eminent medical man, and he asked me if I knew anything about Ethyl spirit. I said 'No,' and he said: (Continued on next column.)

MASS PRODUCTION AND THE GENIUS.

BY T. E. MOSCOWICZ, PRESIDENT STUTZ MOTOR-CAR COMPANY.]

Although we at times hear it said that genius in manufacturing is a virtue and that the future will see better automobiles because of mass minded engineering and production, I am sure that there is very little validity in the seemingly rather plausible argument.

When all is said and done, a truly great automobile must always be the product of a generous amount of technical knowledge, a large amount of intelligent experience and especially a vast amount of creative ability. Of course, knowledge and experience are important factors in motor car construction.

But it is obvious that almost any one with an aptitude for hard work and the tenacious ability to dig for facts and figures can master the "know hows." But when it comes to the actual creating, to the artful blending of the genius of brains and the judgment of experience, the individual thinker is there supreme. He is likely to go much farther alone, unhampered by the mass mind.

There are some things which an organization can do better than the individual. But there are many things which an individual can do much better than an organization. It is when we delegate to one the work that rightly belongs, by its very nature, to the other, that trouble follows. Individual effort could never have dug the Panama ditch, nor can organized effort ever successfully create those things, the very life of which depends upon the creative impulse.

You very soon will, if it is introduced over here. It is one of the most dangerous things that a man can possibly handle. . . . He, Lord Buckmaster, assured the medical expert that, if that was the case, he was sure the Government would at once issue strict regulations as to its use, but he was sorry to find that that had not yet been done. The spirit in question had now come to England, having been introduced here at the instance of one of the most powerful trade organizations in the world, and it was being pressed for sale without the safeguard of any Government regulations.

Poison Gas Use Considered.

Tetra-ethyl of lead, he went on, was discovered as far back as 1859, but nothing was done with it until 1919, when it was classed as one of the most dangerous poisons known. During the war its use as a poison-gas was considered, and experts regarded it as a means of disseminating more certain death than any other poison they had got.

It was rejected for this purpose not because of any deficiency in its lethal power, but because the method of dissemination rendered it unsuitable.

Nothing more was done with it until recently its use was discovered in connection with motor-cars. It certainly had two great values there. The first was that, owing to its permission of greater compression than ordinary petrol vapour, it enabled cars to take gradients more easily. Secondly, it also prevented "knocking."

"On the other hand," said Lord Buckmaster, "this spirit contains as its very essence lead tetra-ethyl, and the character of that ingredient is this, that, if it is either put upon your hand or breathed, you run a very grave risk indeed of lead-poisoning; and the thing that is most important to notice is this: that, as it is capable of being dissolved in oil, there is no need for any abrased surface on your skin for this poison to take effect."

"Illness Without Warning." "A very eminent scientific man said to me the other day: 'I would not have one drop of it on my finger, and if I did I would spend the whole of the rest of the day trying to cleanse myself.'"

"That is the character of the spirit brought over here. Its action is not necessarily instantaneous. It is a form of lead poisoning more deadly than that effected by the use of lead paints. It is an illness which comes without warning."

"No Conscience In Commerce."

"Of one thing," he concluded, "you may rest assured. Unless the Government acts nothing will be done. This vast trade organization does not care how many people may suffer from the exploitation of its goods. Commerce has no conscience, and trade no tenderness of heart. If there be profit to be won by the sale of this spirit there will be thousands of men who will be ready to reap the gain, even though they do it with the certain knowledge that that harvest is only gathered at the cost of the lives and suffering of their fellowmen."

Lord Greenway supported the demand for a Government inquiry.

NEW AMERICAN CARS.

The new Willys-Knight Standard Six Coach is an important addition to the 1928 group. The body is carried low to the ground, giving an unusually low centre of gravity. The new model is marked by wide doors which provide easy entrance and exit. Generous seating and leg room is afforded five passengers, two in front individual seats and three in the rear compartment. The front seats tilt forward to provide easy access to the rear seat.

The dinner arrangement is controlled by a switch conveniently located at the driver's left foot. A non-splinterable steering wheel also adds an element of safety. This patented wheel is comprised of a steel center with a hard rubber outer rim, furnishing a sure grip for the driver.

A 30-car train carrying 227 Whippets and Willys-Knights left the Toledo factory, February 4th for New York, all these motor cars being for shipment to Norway and Sweden.

Another 30-car train-load left the factory a few days ago for the West Coast carrying a rush order of Whippets for Japan.

The manufacturers of the Overland Whippet have attracted much interest with their "quality car" at lowest prices, approximately two million persons visited the various showrooms where these perfected Whippets were on display. This outpouring equalled the interest displayed when the Whippet was first presented to the public about 19 months ago, which set a record at that time for public interest in a new product.

The body engineers of the Stearns-Knight Company, Cleveland, Ohio, U.S.A., builders of eight Stearns-Knight six and eight-cylinder motor cars, have incorporated a new feature in their enclosed models. This is the new type ventilator still operated from the instrument board within convenient reach of the driver, weather conditions no longer determine whether the ventilators may be opened or must be kept closed.

The old type ventilator opens directly into the forward compartment of the car. The new Stearns-Knight type follows in principle and design the "shaft air system" used in supplying fresh air in school rooms, auditoriums and theatres. The opening in the cowl is enclosed in a case or shaft which carries the rushing air forward and downward and admits it into the car just in front of the dash and above the floor boards. Even though it may be raining extremely hard and the ventilator is open no water can get into the car for the "shaft" is equipped with a water trap and two one-inch quarter inch water ducts which carry the water directly down and under the car as fast as it can enter through the cowl opening. The cowl opening is also screened, preventing insects, bugs and foreign matter from being drawn into the ventilator and carried into the car. This screen also acts as a "break" if the car is being driven with the ventilator open during a rain storm.

During the recent cold weather in the United States, the Falcon Motors Corporation conducted a novel test to prove their laboratory work in developing a car that would operate perfectly in the lowest temperatures. Ten new Falcon-Knight cars were allowed to stand for hours in zero weather and frequent starting tests were made with stop watches.

It was stated that every car in this open-air test took less than three seconds in starting with the mercury at zero. When the temperature rose to ten above zero these cars started in one second. It is claimed that laboratory tests in the refrigeration room show that the Falcon-Knight car will start in five seconds with the temperature at ten below zero.

INSURE

YOUR

MOTOR

CARS

WITH

GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.

CLOCKWORK CAR CLUB. UNDERGRADUATES' NEW HOBBY.

Cambridge undergraduates, mostly belonging to Pembroke College, have formed a "clockwork motor-car club," and 25 of them own 60 models which they race on the hard tennis courts of the Pembroke College ground.

The record holder is a model made by Mr. H. P. Bowler, of Pembroke College, which with a flying start did 39ft. in 1.4 second, a speed of just over 20 miles an hour. From a standing start the record for the same distance is 1.9 second.

Mr. Bowler made the model himself. The engine was a spring, taken from a toy motor-boat, and transmission was by means of a pair of gear wheels and a direct chain. The wheels of the car are fitted with solid rubber tyres.

A bet between a man interested in motor models and an undergraduate who knew little about them was the origin of the club. Since it has been in existence models have been improved and speed increased by the lessening of friction in power transmission. Members have become expert in the construction of models.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 3rd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer...	29.93	29.98	30.03
Temperature...	68	69	64
Humidity...	85	73	73
Wind...	N	N	N
Direction	N	N	N
Force	1	2	1
Weather	O	D	O
Rain	0.0	0.0	0.0
Highest open-air Temperature, 2nd: 68			
Lowest open-air Temperature, 3rd: 59			
B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder			

DOLLY SISTERS.

STORY OF BIG CASINO WIN AND LOSS.

Paris. Extraordinary wins at the Casino at Cannes, which at one time saw one of the two Dolly Sisters, the professional dancers, £400,000 to the good, were revealed by Miss Rosie Dolly, who said: The amazing win of £400,000 was made by my sister Jenny, but she went on playing when the bank was having an extraordinary run of luck and she lost it all again and about £20,000 of her own money too. If she had stayed on a week longer when I was there and the bank was losing heavily she would have won it all back and some more.

As a matter of fact my husband (Mr. Mortimer Davis) and I made a net gain of roughly £40,000, so that we won what my sister lost. Anyhow, it is all in the family.

HONG KONG TIDE TABLE.

From April 4th to 10th, 1928.

High Water		Low Water	
Days of Week	Time	Days of Week	Time
Wed.	4 m 31 s	Thurs.	4 m 31 s
Thurs.	5 m 49 s	Fri.	6 m 10 s
Fri.	6 m 10 s	Sat.	7 m 10 s
Sat.	7 m 10 s	Sun.	8 m 11 s
Sun.	8 m 11 s	Mon.	9 m 11 s
Mon.	9 m 11 s	Tues.	10 m 31 s

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Whippet

THE first Whippet, appearing in May 1926, created a world-wide sensation. It offered a combination of quality features never before known in a light car.

Since that time more than 200,000 Whippets have been delivered to buyers in all parts of the world. These cars have been owner-driven more than 500,000,000 miles. Owner experience has been carefully watched by the factory. Minor details of design have been changed. NO CHANGE has been found necessary in the basic features of the original engineering design.

Other light car manufacturers are acknowledging Willys-Overland engineering leadership and adopting 4-wheel brakes and a few of the most conspicuous Whippet specifications. But it will be many months before the test of

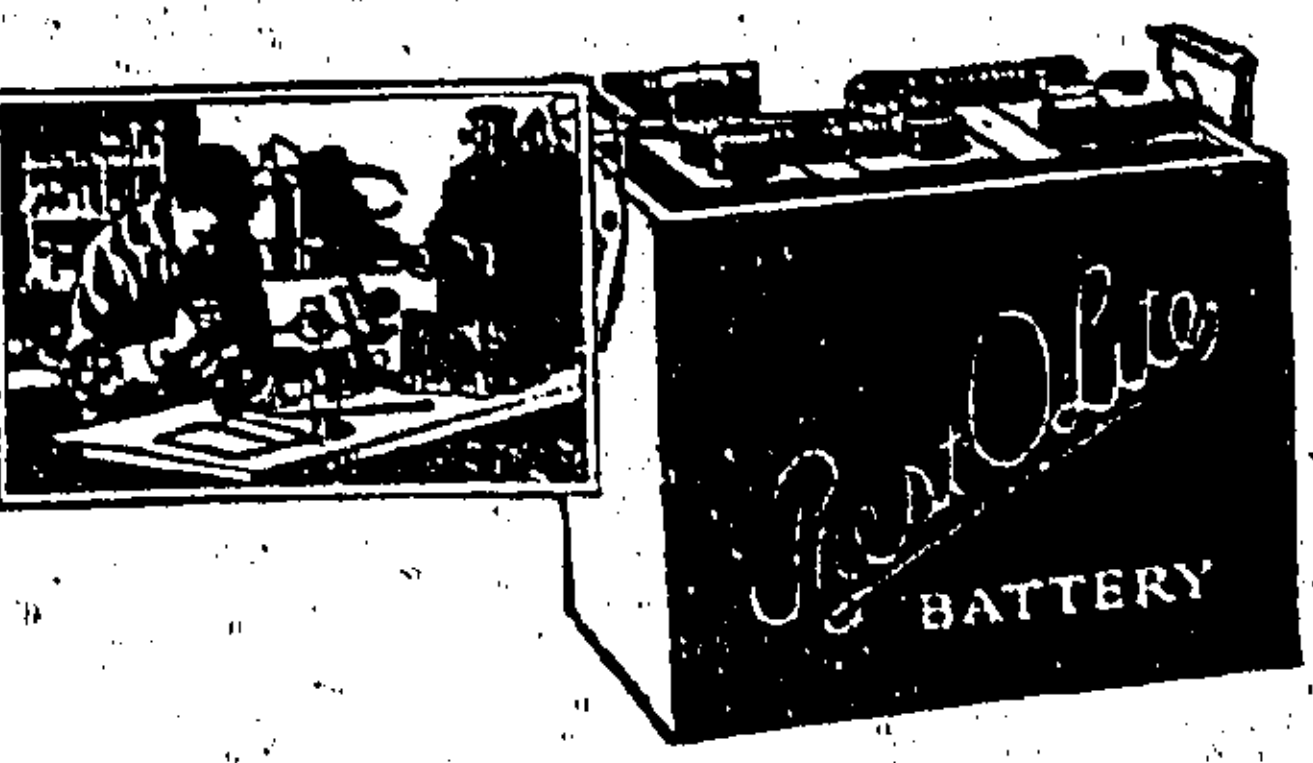
owner experience is reflected in their products.

The Whippet—500,000,000 miles beyond the experimental stage—has proven its claim that it is built to give lasting satisfaction. It has more speed than is required by the majority of car owners—abundant power for hills and every kind of road—and is unusually economical to run.

You are reminded that if you purchase a car retaining in its design features made obsolete by the Whippet your car will suffer exceptionally heavy reductions when you want to re-sell it.

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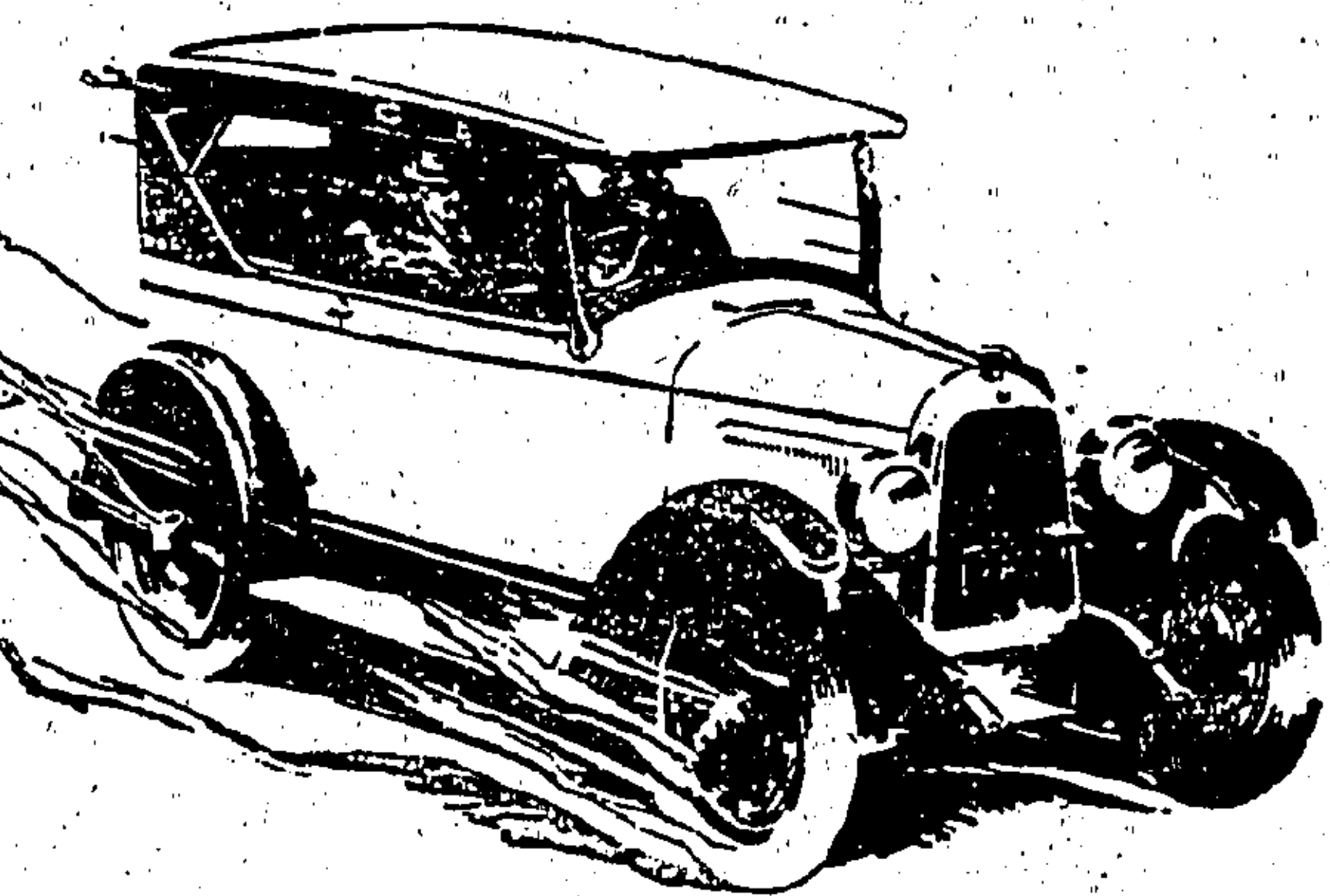
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Pres. Madison, Tues., Apr. 10, Noon
Pres. Jackson, Tues., Apr. 24th
Pres. McKinley, Tues., May 8th
Pres. Grant, Tues., May 22nd
To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Wednesdays
Pres. Cleland, Wed., 4th Apr., 7 a.m.
Pres. Pierce, Wed., Apr. 18th
Pres. Taft, Wed., May 2nd
Pres. Jefferson, Wed., May 16th

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Pres. Harrison, Sun., Apr. 22nd
Pres. Pierce, Sun., Apr. 10th
Pres. Taft, Sun., Apr. 24th
Pres. Monroe, Sun., Apr. 16th
Pres. McKinley, Sun., Apr. 30th

To Manila

Pres. Garfield, Sun., Apr. 8th, 6 p.m.
Pres. Harrison, Sun., Apr. 22nd, 8 p.m.
Pres. Pierce, Sun., Apr. 10th, 6 p.m.
Pres. Taft, Sun., Apr. 24th, 6 p.m.
Pres. Monroe, Sun., Apr. 16th, 6 p.m.
Pres. McKinley, Sun., Apr. 30th, 6 p.m.

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TJLEBOET	JAVA, MACASSAR & AMOT	9th Apr.	10th "	AMOT & N. CHINA
TJIMANOEK	AMOT & N. C.	9th "	11th "	MACASSAR & JAVA
TJIKARANG	BATAVIA	12th "	13th "	AMOT, SEAL & KUNING
TJIPANAS	JAVA, MANILA & AMOT	15th "	17th "	SWATOW & SAIGON
TJISABOEA	SEAL, KUNING, & AMOT	16th "	18th "	BATAVIA
TJIKINI	JAVA, MACASSAR & AMOT	23rd "	24th "	AMOT & N. CHINA
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THE PREVENTION OF SMUGGLING.

DIFFICULTIES OF THE WEST RIVER TRADE.

COMPLAINT OF A LARGE NUMBER OF SHIPOWNERS.

PETITION TO THE GOVERNMENT WITH SUGGESTIONS.

The owners of a large number of steamers trading on the West River are in a dilemma. A great deal of smuggling takes place and the owners of the vessels are held to blame whereas they contend that they have done everything in their power to prevent this smuggling.

Recently the *Tai Hing* was prevented from running between Hong Kong and Wuchow for over two months owing to the frequency with which smuggling was detected on board and naturally there was very considerable loss to the Company as a consequence.

The West River Ship Owners Association, therefore, have drawn up a petition to the Governor-in-Council, outlining their difficulties and suggesting certain remedies. The petition is signed by the agents of the *s.s. Kwang Tung, Kwang Hung, Kwang Foon, Chung On and Fook On* and by the owners of the *Tai Hing, Tai Hing, Wing Hung, San Ning, Ku Chur, Wo Kwei and Kong Ning*, all boats registered in Hong Kong.

The trouble arises chiefly over salt and opium. The law of Hong Kong does not prohibit the exportation of salt but it is considered contraband by the Chinese Authorities. The sale of opium is legalized in Wuchow and as its price is much cheaper there than in Hong Kong a successful smuggler is sure of making great profits.

The owners point out that they cannot depend on their Chinese crews who often work hand in glove with the smugglers. They suggest that the searches made by the Maritime Customs are not as effective as in former years. There remain only the Indian Guards and the European Officers. The Indian Guards are unreliable and obviously the few European Officers cannot guarantee that no contraband is brought on board.

They, therefore, suggest among other things that the export of salt from Hong Kong should be prohibited and that Revenue Officers and experienced detectives should travel on the West River steamers to search for smugglers.

Whether these suggestions are practicable or not they seem to suggest that the Shipping Companies are strongly averse from smuggling being carried on through the agency of their vessels.

THE PETITION.

The petition, *inter alia*, says:—
Your Petitioners are of humble opinion that the indirect penalty suffered by the owners of the *s.s. Tai Hing* was undeserved and being apprehensive of similar measures being adopted against the other ships they beg most respectfully to lay before Your Excellency in Council their case in relation to smuggling on board their vessels, whereby it is hoped to show that notwithstanding all they can do and have done it is impossible for them to find effective means to prevent smuggling and that the measures at present adopted by the Authorities for the prevention of smuggling are inadequate.

Your Petitioners desire first, of all to point out that it is entirely against their interest to allow smuggling to take place on board their ships, as they are liable to be heavily fined and at the Chinese Ports they run the additional risk of having their ships detained or confiscated. Your Petitioners are therefore just as anxious as the Authorities to discover effective means for the prevention of such unlawful practice.

To the best of Your Petitioners' knowledge information and belief the contraband now usually smuggled into the interior is salt and that usually smuggled by the River boats into Hong Kong is opium. Occasionally arms are smuggled out of Hong Kong, but the cases are rare owing probably to the fact that arms are difficult to procure and they cannot so easily be disposed of as the other two commodities.

With regard to salt, the Law in this Colony does not prohibit its exportation. Neither the Police nor the Revenue Officers will prevent its being carried on board the ships. It is, however, considered contraband by the Chinese Authorities, and the entire onus falls upon those who own or control ships running to a Chinese port to see that no salt is stowed on board their ships. Your Petitioners have been exceedingly vigilant in this respect, for not only have they given strict instructions to the ship's officers and crew and also the Indian guards to prevent salt being brought on board, they themselves and their managers frequently make tours round the ships before they sail for the purpose of detecting contraband.

Neither the Chinese crew nor the Indian guards however, can be relied upon for the prevention of salt smuggling. The Chinese crew are either in league with the smugglers or they are the smugglers themselves and the Indian guards are generally known to be paid for conniving at the irregularity. The Indian guards do not consider part of their duty to search for salt on board the ships and on many occasions some of the guards refused to search even when commanded by the ship's master to do so.

Salt is usually brought on board the ships at night. It is packed in various quantities and sizes, but more usually in small packets of 10 or 20 catties so as to be easily portable. With the collusion of the crew and the connivance of the Indian guards, and subject to no interference on the part of the Police or the Revenue Officers the contraband can be easily placed on board. Once placed on board the contraband is stowed in different places

to escape detection and it would be removed from place to place should a search be ordered to be carried out by the Captain or the owners of the ship. Unless detected and stopped by the owners or the European Officers the contraband is sure to be carried out of the Colony up to the West River. It will be seen that unless the shipowners and the European Officers should personally keep watch on the ship at all hours it is absolutely impossible to prevent this form of smuggling.

The Chinese crew do not consider it an unlawful practice but rather a legitimate trade to smuggle salt into the interior and they indulge in it to a great extent because the commodity is cheap to procure and heavy profit can be made out of it. Your Petitioners are informed and well believe that certain dealers in salt in Hong Kong do a great deal of business by encouraging smuggling and that they undertake to pack the salt in suitable sizes to meet the requirements of the smugglers and also undertake to carry the goods on board the ships. It is not unusual for one member of the crew to carry several packets containing one or two piculs of salt as part of his belongings on board.

Even when salt is detected on board the owners and the master very often find themselves in difficulty as to what to do with it. None of the crew, naturally, will come forward to acknowledge the ownership of the goods, and if the shipowners or the master should take the drastic measure of throwing the salt overboard, some outsider will appear as the owner of the salt and claim the value of it.

As regards opium the sale thereof is legalized in Wuchow under a Monopoly and it is therefore not unlawful for it to be carried on opium about so long as it bears a Government stamp. It only becomes contraband when it is placed on board a ship for exportation. The sale of opium being legalized at Wuchow, it can be easily procured there and the smugglers have only to wait for an opportunity to stow it on board a ship. As the price of opium at Wuchow is much cheaper than that in Hong Kong, a successful smuggler is sure of making great profits. Numerous ingenious methods and means have been devised to evade detection. On account of the huge profits to be made, a large number of persons in this illicit trade. Some may be casual cases but Your Petitioners are informed and believe that there are several bands of regular smugglers in Wuchow who are either backed up by the soldiers or by the Labour Unions. These smugglers are mostly desperate characters who will not hesitate to use force and violence when their contraband gets seized. The Chinese crew it is believed are sometimes implicated in the smuggling, but whether they are or not, they nevertheless for fear of revenge to expose the desperate smugglers.

It is alleged against Your Petitioners that they do not co-operate with and assist the Authorities conducting independent and thorough searches on board their ships. As a matter of fact, Your Petitioners in their eagerness to prevent smuggling on the ships gave in conjunction with various means paid particular attention to the subject of searching their own ships. All passengers before they embark on any

of Your Petitioners' ships are supposed to be searched at Hong Kong by the Revenue Officers and at the Chinese Ports by Customs Officials. Your Petitioners have given strict instructions which they have taken great pains to see carried out; that before any of the ships leaves any port she is to be independently searched for contraband and such searches are always conducted under the supervision of one of the European Officers unless none of them can be available on account of their navigation duties. An extra search will also be ordered if there is any suspicion of contraband on board. Your Petitioners are however of the humble opinion that having regard to the facts and circumstances herein set forth no independent search made under their own authority can really be thorough or effective.

The shipowners have at present to depend on the Officers and crew and the Indian guards to carry out the independent searches but of these persons only the European Officers can be relied upon. There are however only three European Officers on board each ship namely:—the Master, the Chief Officer and the Chief Engineer. They have all received strict instructions to exercise the strictest vigilance in the prevention of smuggling and Your Petitioners fully and confidently believe that there has been no laxity on their part. They are, however, seriously handicapped in the performance of their duty. The Chief Engineer is mostly confined to his duties in the Engine Room and there are really only two Officers left to see to the searches being done. They again have navigation duties to perform and they cannot devote much time to the supervision of searches. The stops at the intermediate ports are short and no search by them during such stoppage can be expected to be thorough. As soon as the ship is under way they have to be confined behind grilles under the regulations for prevention of piracy.

With regard to the Compradore Staff very little help can be expected of them for prevention of smuggling. Although they very seldom get mixed up with smuggling or even in league with the smugglers, they are too timid to come forward to give any information and are very loath to interfere with what they call other people's business.

With regard to the Chinese Crew the owners have now practically very little control over them as they are placed on board by the Labour Unions and some of the ships are forced by the Unions to change their crew every six months. They are continually cautioned not to bring or allow to be brought any contraband on board the ships, but they never seem to treat such caution with any seriousness. They are usually in league with the smugglers and sometimes are actual offenders themselves. Even when a European Officer is directing a search they sometimes will not allow their own quarters to be searched and cases have occurred where the crew threatened the master with a strike when the latter ordered their quarters to be thoroughly searched.

With regard to the Indian guards they are not so trustworthy as they are supposed to be. Unless a search is personally directed and supervised by a European Officer they will only do it half-heartedly. Some of the guards maintain that they are placed on board only for the purpose of complying with the Piracy Prevention Ordinance and that their duties are clearly defined in Clause No. 32 of the Piracy Prevention Regulations, which do not include extra work as the stopping of salt and opium from coming on board, and they therefore refuse to help to stop the smuggling of salt and opium even when they are directed by the master to do so. They have even made complaint to the Inspector who supervises the guards that they have been given extra work to do by the master. It is quite true that opium is occasionally found by the guards, but the cases are very rare and are generally from passengers and seldom from the crew. They search opium from the passengers in order to get rewards but with the crew they usually have a secret understanding. It is a common knowledge to the owners and European Officers of the West River Steamers that the guards receive a bounty from the crew for the salt they bring on board, but of course it is difficult to detect any actual payment.

From the foregoing it will be seen that searches initiated by the owners have practically no effect of checking smuggling, particularly of salt or opium. Your Petitioners beg also to point out that searches made by the Chinese Maritime Customs are not of the same effect as in former years. Notwithstanding the fact that on each trip either from Hong Kong to Wuchow or vice versa all ships are subject to three searches by the Customs and when in port Customs men are placed on board to keep watch, contraband is seldom detected by the Customs searches. Your Petitioners fully believe that this is due to the constant interference of the Customs service by various Chinese Authorities and to the threat of sometimes violence, used by the smugglers to the searches in the Customs service.

In their eagerness to stop smuggling on their ships Your Petitioners have adopted various other means than searching. They have tried to win the loyalty of the crew by increasing their wages, hoping that when they have a better income they will not be tempted to smuggle. But this has proved to have the contrary effect. The crew when they get more money will smuggle the more. Most of the crew seem to be never contented with their legitimate income. They consider it to be a special privilege of crews to make some extra money by smuggling and it is difficult to persuade them to realise that smuggling is a criminal offence.

Another method tried by the shipowners is to offer rewards for detections. This also proved to be a failure. Those implicated no doubt, will not come forward whilst those who are not involved, are either too timid to give information for fear of danger to themselves or deem it wise not to interfere with other people's business.



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SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Kobe yesterday at 9 p.m. She leaves that port to-day at noon, and is due at Yokohama to-morrow at 9 a.m.

The R.M.S. *Empress of Canada* arrived at Kobe yesterday at noon. She is due to leave to-day at 5.20 a.m., and is due at Shanghai on Friday at 1 p.m.

The *s.s. Carl Legien* (Hugo Stinnes Line) left Manila on Monday at noon, and is due at Hong Kong to-morrow (Thursday) morning.

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The shipowners have also resorted to the measure of dismissal if any member of the crew is found implicated in any case of smuggling. This step however cannot be easily carried out for in most cases it is very difficult to fix the guilt on any particular person. When there is absolute proof, the owners will not hesitate to resort to dismissal, but if there is the least doubt dismissal of any crew will usually bring disaster to the owners. The Unions will step in and make all sorts of unreasonable demands not only the reinstatement of the dismissed man, but such as apology from the owners, dismissal of the master or other officers or compadore, compensation, contribution or fine to the Unions. Even when the case against the culprit is perfectly clear still the owners are sometimes not free from interference from the Unions. In most cases they will require the owners to employ their nominee to replace the dismissed man and the man so placed is generally found to be worse than the one dismissed. Hence the owners are very reluctant to resort to dismissal.

By the above statements Your Petitioners hope to show to Your Excellency in Council that without further Government assistance, prevention of smuggling on the West River Steamers is practically impossible and that Your Petitioners most respectfully beg to submit the following suggestions which if adopted may in their humble opinion go some way in curbing the growing evil.

Your Petitioners beg most respectfully to pray that Your Excellency in Council may see fit:—

- To introduce new legislation prohibiting salt to be exported from Hong Kong to the West River Ports.
- To place Revenue Officers on board the West River Steamers permanently to supervise search for contraband.
- To employ experienced detectives to travel on the West River Steamers to find out who are the real smugglers and their ways and means of smuggling.
- To make it a part of the Indian guards' duties to search for salt and opium on the West River Steamers.
- To transfer the guards from one steamer to another steamer every three months so as to frustrate any arrangement or understanding the guards may have made with the smugglers.
- To ask the Chinese Maritime Customs to exercise greater vigilance and rigour along the West River Ports in searching for opium destined for entry into Hong Kong.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "ANSGR" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained. All Goods remaining undelivered after the 15th of April, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashie, at 10 a.m. on the 5th of April, 1928. No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELBOURNE & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 3rd Apr., 1928. [6038]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamers "AUTOMEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd April.

Options Cargo will not be landed here unless Steamers have been given prior to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd April, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
2nd April, 1928. [6039]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LONDON, ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.
Hong Kong, 2nd Apr., 1928. [6040]

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"CHINKIANG"	On 4th Apr.	8 a.m.
SHANGHAI	"IOHANG"	On 5th Apr.	4 p.m.
WUHAN, CHUNGKING & TIENTSIN	"HUICHOW"	On 6th Apr.	4 p.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On 7th Apr.	0 a.m.
SWATOW, SHANGHAI, NINGPO & DALNY	"LIANGCHOW"	On 8th Apr.	Noon
SWATOW & HANKOW	"KIANGSU"	On 8th Apr.	Noon
AMOI, SWATOW, SHANGHAI & BANGKOK	"KWEIYANG"	On 9th Apr.	8 a.m.
AMOI, SHANGHAI & TIENTSIN	"SZCHUEN"	On 9th Apr.	8 p.m.
SHANGHAI	"TAMING"	On 11th Apr.	8 a.m.
HONGKONG, FAKHOI & HAIPHONG	"LINAN"	On 12th Apr.	Noon
SWATOW & CHANGHAI	"SUNNING"	On 13th Apr.	8 a.m.
SHANGHAI & TIENTSIN	"ANHUI"	On 14th Apr.	8 a.m.
AMOI, SWATOW & SINGAPORE	"KAYING"	On 15th Apr.	Noon
SWATOW & BANGKOK	"ANKING"	On 16th Apr.	9 a.m.
AMOI, SWATOW & SINGAPORE	"KALGAN"	On 22nd Apr.	Noon

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CHANGTE	8th April	13th April
TAIPING	11th May	18th May
CHANGTE	8th June	15th June
TAIPING	12th July	17th July

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MAIL AND CARGO STEAMERS TO AND FROM MARSÉILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.
From Marseilles
 CHENONCEAUX ... 16th Apr.
 ATHOS II ... 24th Apr.
 D'ARTAGNAN ... 8th May
 G. METZINGER ... 22nd May
For Shanghai and Japan
 CHENONCEAUX ... 10th Apr.
 ATHOS II ... 24th Apr.
 D'ARTAGNAN ... 8th May
 G. METZINGER ... 22nd May
For Marseilles
 PAUL LECAT ... 10th Apr.
 ANDRE LEBON ... 24th Apr.
 CHENONCEAUX ... 8th May
 ATHOS II ... 22nd May
 D'ARTAGNAN ... 6th June
For Dunkirk, Antwerp, London
 CAPT. FAURE (Cargo) ... 24th Apr.
For Shanghai, Japan and North China
 CAPT. FAURE (Cargo) ... 24th Apr.
 For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES.
 Telephone: C. 651 and 740. 13, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	CLEARANCES.
April 2nd. <i>Daihu Maru</i>, Japanese str., 3,620 tons, Capt. T. Torii, from London, via ports, on April 1st—Miki, which port she left on March 24th, with a cargo of coal, lying at buoy No. B31.—M.B.K. <i>Hanoi</i>, French str., 630 tons, Capt. L. Cruchot, from Fort Bayard, with rice and general cargo, lying at buoy No. C18.—M.M. <i>Hirado</i>, Norwegian str., 1,198 tons, Capt. H. Brandt, from Bangkok and Swatow, with a cargo of rice, lying at buoy No. C14.—Thoresen & Co. <i>Ichang</i>, British str., 1,223 tons, Capt. P. J. Green, from Shanghai, which port she left on March 29th, with a general cargo, lying at buoy No. B48.—B. & S. <i>Michael Jensen</i>, Danish str., 1,342 tons, Capt. P. E. Christensen, from Bangkok and Robatong. The latter port she left on March 27th, with rice and general cargo, lying at buoy No. B1.—Chin Seng Hong. <i>Miki Maru</i>, Japanese str., 1,654 tons, Capt. Y. Yasuda, from Tailey Bay, which port she left on March 30th, with a cargo of coal, lying at Kowloon Bay.—Y. Sato. <i>Nani Sang</i>, British str., 2,591 tons, Capt. F. Mooney, from Kobe, which port she left on March 28th, with a cargo of general cargo, lying at Kowloon Wharf.—Jardine Matheson & Co. <i>Norwegian</i>, Norwegian str., 1,778 tons, Capt. R. Jensen, from Singapore and Hoikow, with general cargo and pigs, lying at buoy No. B20.—Fook Nam S.S. Co. <i>Sonoda Maru</i>, Japanese str., 3,183 tons, Capt. T. Yasuda, from Calcutta and Singapore. The latter port she left on March 26th, with a cargo of coal, lying at buoy No. B30.—O.S.R. <i>Singay</i>, British str., 1,594 tons, Capt. Wm. Lumsden, from Canton, with a general cargo, lying at buoy No. B9.—B. & S. <i>Stale</i>, Norwegian str., 1,351 tons, Capt. P. J. Stolen, from Singapore, which port she left on March 26th, with a general cargo, lying at buoy No. C16.—Lee Fat S.S. Co. <i>Tonjer</i>, Norwegian str., 1,940 tons, Capt. H. Rasmussen, from China, which port she left on March 27th, with a cargo of coal, lying at Laichikok.—Doddwell & Co. April 3rd. <i>Aizawa Maru</i>, Japanese str., 900 tons, Capt. T. Takeuchi, from Keelung, with a cargo of coal, lying at buoy No. C49.—Hui Tung S.S. Co. <i>Confucius</i>, Chinese str., 1,588 tons, Capt. T. C. Novik, from Saigon, which port she left on March 29th, with rice and general cargo, lying at buoy No. B22.—Kung Chung S.S. Co. <i>Cremers</i>, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on March 29th, with a general cargo, lying at buoy No. A5.—J.C.J.L. <i>Hungon</i>, Chinese str., 2,007 tons, Capt. A. Lihovetky, from Port Kaitia, which port she left on March 31st, with a cargo of coal, lying at Yaumati.—Wing Hong S.S. Co. <i>Kam Sang</i>, British str., 3,341 tons, Capt. T. M. Meyrick, from Singapore, which port she left on March 28th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.	Arrivals. <i>Per s.s. Hakonaki Maru</i>, from London, via ports, on April 1st—Mrs. F. Barlow, Mrs. G. Barrett, Mr. H. J. Eddo, Capt. F. J. Hunter, Mr. T. O. Harman, Mr. S. Kamiya, Mr. A. F. Kindersley, Mrs. T. R. Manchester, Mr. B. L. Moseley, Miss R. Murphy, Mr. V. Murrell, Mrs. J. R. McMichael, Mr. C. Stough, Dr. Somer, Mr. O. C. Anderson, Mrs. M. A. Ball, Miss M. Ball, Master F. A. Ball, Mr. W. A. Hutchings, Mr. H. Jensen, Mr. N. R. Jensen, Mr. A. M. Johnson, Mr. H. Nennage, and Mr. E. A. Thorn. Departures. <i>Per s.s. Hakonaki Maru</i>, for Japan via Shanghai, on April 2nd: Mr. D. Adachi, Mr. E. Alabaster, Mrs. V. Alabaster, Mrs. Ada Chan, Mrs. D. M. Chow, Mr. C. B. Delamain, Mrs. E. T. Delamain, Mr. C. M. Harlow, Mr. T. Hayashi, Mr. G. Hoketau, Miss H. Kabanagi, Mr. S. Kanki, Mrs. P. Kanki, Master R. Kanki, Mr. O. Kin, Mr. K. Miura, Mr. J. Miyasaka, Mr. S. Miyasaka, Mr. T. Ninomiya, Mr. R. C. A. Numborg, Mr. V. Onorato, Rev. and Mrs. M. B. Palmer and two children, Mr. F. Parrott, Mr. and Mrs. J. de Perceval, Miss J. P. Perceval, Count G. R. Countess M. R. G. G. Sasaki, Mrs. C. Sasaki and four children, Mr. S. Satoh, Mr. and Mrs. T. Shibasaki, Mr. J. Shinoda, Miss S. W. Street, Mr. T. Takashina, Mr. A. Takey, Mr. F. Tanabe, Mr. S. Torii, Mr. A. L. S. Townsend, Mr. R. Tsutsumi, Mrs. A. Tsutsumi, Mr. and Mrs. Sung Phen Van, Mr. A. S. Whitefield, Mr. and Mrs. N. Yamamoto, Mr. K. Yoshii, Miss E. Cook, Mrs. Y. Ensha, Mr. G. Gremo, Mr. R. Horii, Mrs. H. Horii, Misses M. and T. Horii, Master J. and Mr. Horii, Mrs. N. Hotredt, Master W. Hotredt, Mr. N. Ishiguchi, Mr. K. Itoh, Mr. S. Kirby, Mrs. Y. Matsumura, Mr. Y. Nagata, Mrs. S. Nagata, Mr. J. Nagata, Mr. U. Nakata, Mrs. A. Nakata, Mr. N. Noda, Mr. S. Ohba, Mr. U. Ohhata, Mr. B. Sakamoto, Mrs. Y. Satoh, Mr. K. Yamada, Mr. K. Yokoi, and Mr. H. Yoshida. <i>Per s.s. Tsung Maru</i>, for San Francisco via ports, on April 3rd: Mr. Ma Hoe, Mr. To Kwai Lu, Mr. Kwok Kwun San, Mr. Suen Si Uen, Mr. J. Yum, Mr. and Mrs. W. Cox, Mr. M. Takahashi, Mr. K. Joke, Mr. C. Tisley, Mr. Antilio Gandori, Mr. T. F. Wen, Mrs. Wen (2), Miss S. Erikson, Mr. Lum Kong Yung, Mr. and Mrs. M. P. Chu, Mr. Tam Pak Heung, Miss Lam, Dr. H. Choh, Mr. Poon King Poo, Mrs. Yo Shi, Mrs. Y. Sato. <i>Ranolo</i>, Italian motor ship, 6,014 tons, Capt. Antonio, Crivellari, from Yokohama and Shanghai. The latter port she left on March 31st, with a general cargo, lying at buoy No. A6.—Doddwell & Co. <i>Sun Sai Kwi</i>, Chinese str., 249 tons, Capt. Hui Pok, from Kwong Chow, with a general cargo, lying at buoy No. C45.—Sui Sang S.S. Co. <i>Tak Hing</i>, Chinese str., 103 tons, Capt. Lo Sau, from Autau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co. <i>Tinhou</i>, British str., 3,164 tons, Capt. G. Andoe, from Singapore, which she left on March 27th, with a general cargo, lying at buoy No. A27.—Bank Line.	April 3rd. <i>Anagir</i>, for Shanghai. <i>Aizawa Maru</i> No. 24, for Canton. (Chinkiang, for Shanghai). <i>Daihu Maru</i>, for Takao. <i>Fuotee</i>, for Foochow. <i>Hanoi</i>, for Kwong Chow Wan. <i>Hang Sang</i>, for Swatow. <i>Hsin Wah</i>, for Shanghai. <i>Huichow</i>, for Canton. <i>Ichang</i>, for Canton. <i>Kiungchow</i>, for Hoikow. <i>Lecon</i>, for Kwong Chow Wan. <i>President Cleveland</i>, for Shanghai. <i>Romulo</i>, for Saigon. <i>Shinkichi</i>, for Saigon. <i>Shirata</i>, for Singapore. <i>Singay</i>, for Swatow. <i>Sungshan Maru</i>, for Swatow. <i>Tai Pao Sek</i>, for Kwong Chow Wan. <i>Takungo Maru</i>, for Saigon. <i>Tak Hing</i>, for Macao. <i>Tienan</i>, for Banka. <i>Tienan</i>, for Whampoa. <i>Totori Maru</i>, for Moji. <i>Tsun Jeng</i>, for Saigon. <i>Tsu Sang</i>, for Tientsin.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.13 a.m.	6.39 p.m.
To-morrow	6.13	6.40
Friday	6.12	6.41

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "CHAKSANG" "KWONGSANG" "HOPSANG"	Sun. 8th Apr. at 7 a.m. Wed. 11th Apr. at 7 a.m. Sun. 15th Apr. at 7 a.m. Wed. 18th Apr. at 7 a.m.
YOKOHAMA via AMOY MOJI & KOBE	"KUMSANG"	Wed. 4th Apr. at 10 a.m.
OSAKA via AMOY, SHAL MOJI & KOBE	"SUISANG"	Fri. 13th Apr. at 7 a.m.
CANTON	"FOOSHING"	Wed. 4th Apr. at 7 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Tues. 10th Apr. at 3 p.m.
SANDAKAN	"MAUSANG"	Satur. 7th Apr. at 3 p.m.
TIENTSIN	"YATSHING"	Fri. 6th Apr. at 5 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
 GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £22.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE"	...	9th April
Motor Vessel "GLENHARRY"	...	4th May
Motor Vessel "GLENARA"	...	16th May
Steamship "CARNARVONSHIRE"	...	13th June

To SHANGHAI, KORE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENARA"	...	9th April
Motor Vessel "GLENHARRY"	...	15th April
Steamship "CARNARVONSHIRE"	...	28th April
Motor Vessel "GLENBEG"	...	11th May
Steamship "PEMBROKESHIRE"	...	28th May

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
 AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class	... £73.	Intermediate class	... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:			
Cabin class	... £80.		

NEXT HOMEWARD SAILINGS:

Pass.	M.V. "FULDA"	...	departure	8th April
S.S.	"Glasgow"	...	departure	16th April
S.S.	"TRIUM"	...	departure	8th May
S.S.	"Neckar"	...	departure	10th May

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
 Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Pass.	S.S. "TRIUM"	...	due here	10th April
S.S.	"Alster"	...	due here	25th April
M.S.	"Trave"	...	due here	12th May

Passenger steamers sailing via Shanghai to North China Ports.
 Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4537. 5, Charter Road. [Queen's Building.]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIPHONG	...	Friday, the 6th April, at 3 p.m.
HAICHING	...	Thursday, the 12th April, at 3 p.m.

* Calling at Swatow with Passengers only.

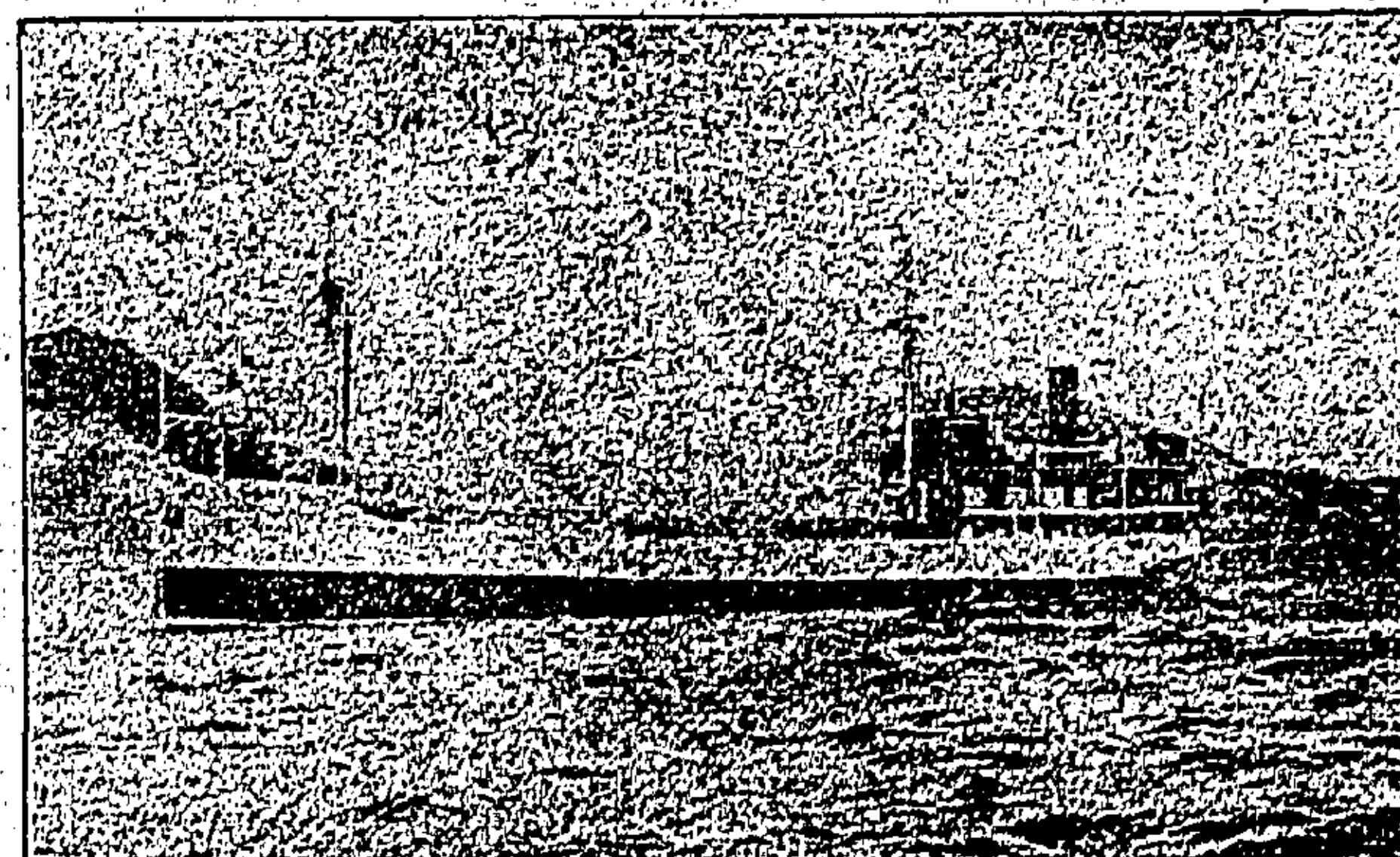
Arrivals and Departures from the Company's Wharf (near Blake Pier) Round Trip Tickets will be issued from Hong Kong to Fookchow (Pigoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—
DOUGLAS LARPAIK & CO.
 General Managers.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

Codex Used: "A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins's, Bevo's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



TWIN SCREW MOTOR VESSEL "PALAWAN."

Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. OSSORIO, Manila, for service in the Philippines.

Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

SAILINGS 1928.						
STRAIGHTS.	H. Kong, Leave	S'hai, Leave	Kobe, Leave	Y'ama, Leave	V'ancouver, Arrive.	
EMPERESS OF CANADA.....	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6	
EMPERESS OF RUSSIA.....	May 9	May 12	May 15	May 18	May 27	
EMPERESS OF ASIA.....	May 30	June 2	June 5	June 8	June 17	
EMPERESS OF CANADA.....	June 13	June 16	June 19	June 21	June 30	
EMPERESS OF RUSSIA.....	July 4	July 7	July 10	July 13	July 21	
EMPERESS OF ASIA.....	July 18	July 21	July 24	July 28	Aug. 4	
EMPERESS OF CANADA.....	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25	
EMPERESS OF RUSSIA.....	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15	
EMPERESS OF ASIA.....	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29	

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

£120 £112 £83

All First and Second Class Rooms on the "EMPERESS OF CANADA," "EMPERESS OF ASIA" and "EMPERESS OF RUSSIA" are fitted with Hot and Cold Running Water.

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 10	Apr. 12	EMPERESS OF CANADA	Apr. 14
Apr. 27	Apr. 29	EMPERESS OF RUSSIA	May 6

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £112, £110, £102, £83; via SAN FRANCISCO.
£84.00, £84.00 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
KOREA MARU	Tuesday, 17th April
SHINYO MARU	Tuesday, 1st May
LONDON via Singapore, Suez, Marseilles & Ports.	
HAKONE MARU	Saturday, 7th April
SUVA MARU	Saturday, 21st April
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 25th April
BOMBAY via Singapore, Penang & Colombo.	
AWA MARU	Wednesday, 11th April
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Thursday, 19th April
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
HAKATA MARU	Tuesday, 10th April
NEW YORK and/or BOSTON via PANAMA.	
TOBA MARU	Sunday, 15th April
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
LIMA MARU	Saturday, 14th April
CALCUTTA via Singapore, Penang & Rangoon.	
NAGANO MARU	Sunday, 8th April
NAGASAKI, KOBÉ & YOKOHAMA.	
MISHIMA MARU	Friday, 20th April
SHANGHAI, KOBÉ & YOKOHAMA.	
MORIOKA MARU (Moji direct)	Monday, 9th April
TSUBUGA MARU	Thursday, 12th April

Subject to alteration without notice.

For further information, apply to—
NIPPON YUSEN KAISHA
Telephone: Central No. 292 (Private exchanges to all Dept.).

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ASIA"

will be loading for PORT SAID, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS
On or about 11th April.

also M.S. "AUSTRALIEN" loading for the above ports including Marseilles on or about 30th APRIL.

Further Sailings	Loading for Shanghai and Japan Ports on	Loading for Continental Ports on
M.S. "Afrika"	5th April	30th April
M.S. "Malaya"	27th April	31st May
M.S. "Siam"	15th June	21st July
M.S. "Danmark"	18th July	21st August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

HEAVY CARGO RETURNS.

TWENTY-FOUR ARRIVALS.

With twenty-four arrivals and seventeen departures during the 24 hours ended at 9 a.m. yesterday the general freights manifested for both Hong Kong and ports beyond showed very good averages. There was a considerable increase on the previous day's total for both local and through cargo. British vessels were also amongst the best through cargo carriers. General cargo discharged for this port amounted to 33,333 tons, and five British vessels contributed 4,600 tons. Fifteen foreign vessels carried the remaining 24,333 tons. The best British cargo return was shown by the s.s. *Hutchinson* with 1,022 tons from Tientsin and Swatow, while the two best cargo returns for local imports were from two Japanese vessels. Both vessels discharged cargoes of coal. The *Daiichi Maru* from Kobe and *Mitsui* discharged 4,680 tons, and the *Someda Maru* had 3,698 tons from Calcutta and Singapore.

Through freights were exceeding by good and totalled 31,629 tons. Of the 10,038 tons contributed by six British vessels the s.s. *Automedon* from Swatow and Swatow carried 5,693 tons. The two best returns were shown by the Italian steamer *Norfolk* with 4,444 tons of general cargo from Yokohama and Shanghai, and the s.s. *Hakozaki Maru* with 6,903 tons from Middlesbrough and Singapore.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	5	5
Japanese	4	1
Norwegian	4	1
Chinese	3	3
Italian	1	1
German	1	1
French	1	0
Dutch	1	0
Danish	1	0
American	0	2
Total	24	17

VESSELS EXPECTED.

American Mail Line.

President Madison, April 9th.

Australian-Oriental Line.

Change, April 6th.

Taiping, May 11th.

Bank Line.

City of Bombay, April 10th.

City of Eastbourne, April 11th.

City of Cardiff, April 14th.

City of Newcastle, April 14th.

City of Birmingham, May 4th.

City of New Castle, May 12th.

City of Chester, May 25th.

City of Tokyo, June 9th.

City of Cardiff, June 22nd.

City of Peking, July 7th.

City of Bedford, June 22nd.

British-India and Apcar Line.

Santhia, April 8th.

Talamba, April 9th.

Hakone, April 19th.

Taka, April 22nd.

Taka, May 1st.

Taka, May 5th.

Taka, June 3rd.

Blue Tunnel Line.

Patrolus, April 8th.

Proterus, April 10th.

Phenias, April 11th.

Agapenor, April 15th.

Lagmedon, April 15th.

Knight Companion, April 22nd.

Orestes, April 23rd.

Dionet, April 23rd.

Dionet, May 1st.

Machon, May 2nd.

Antenor, May 3rd.

Meriones, May 9th.

Adrastus, May 16th.

Helenus, May 22nd.

Teucer, May 22nd.

Perseus, May 25th.

Pyrrhus, May 30th.

Hector, May 31st.

Rhesus, June 8th.

Mentor, June 10th.

Dardanus, June 15th.

Antiochus, June 25th.

Atreus, June 25th.

Aeneas, July 2nd.

Thecus, July 25th.

Sarpedon, July 28th.

Elpenor, August 22nd.

Canadian Pacific Line.

Empress of Canada, April 10th.

Dodwell & Co.

Calulu, April 7th.

Calulu, April 12th.

Reno, April 26th.

Kendal Castle, May 7th.

Dollar Steamship Line.

President Garfield, April 7th.

President Pierce, April 9th.

East Asiatic Co., Copenhagen.

Africa, to-morrow.

Malaya, April 27th.

Siam, June 15th.

Danmark, July 18th.

Eastern and Australian Lines.

Tanda, May 7th.

Glen Line.

Glenara, April 8th.

Glenara, April 15th.

Carnacott, April 25th.

Gleneg, May 11th.

Pembroke, May 25th.

Hamburg-America Line and

Hugo Stinnes Line.

Carl Legien, to-morrow.

Adolf von Baejer, April 10th.

Presten, April 18th.

Ermland, May 2nd.

Vogland, May 18th.

Albert Vogler, June 2nd.

Java-China-Japan Line.

Tijlboet, April 9th.

Tijlboet, April 9th.

Tijlboet, April 12th.

Tijlboet, April 15th.

Tijlboet, April 16th.

Tijlboet, April 23rd.

Tijlboet, April 23rd.

Messageries Maritimes.

Chenonceau, April 10th.

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DAILY WATERFRONT NEWS.

BOAT WOMAN FINED.

[BY LONGSHOREMAN.]

Leung Tai, mistress of a passenger boat, appeared before Commander J. B. Newell at the Marine Court yesterday for carrying a cargo on her passenger licensed boat of 25 pigs. The woman pleaded guilty, and a fine of \$5 with the alternative of five days' imprisonment was imposed. Inspector Moss who has just taken over the duty of Sub-Inspector Brown at Water Police Station appeared for the first time at the Marine Court for the prosecution.

Death From Beri-Beri.

The master of the s.s. *Norsken* (Norwegian) arriving here from Singapore reports to the Harbour office the death of a Chinese passenger from beri-beri.

Asiatic Dock Passengers.

Asiatic dock passengers arriving in the Colony during the 24 hours ended at 6 a.m. yesterday numbered 3,101. These passengers were carried by thirteen vessels which arrived during the period under review.

WARSHIPS IN PORT.

The following warships and auxiliaries were in harbour yesterday:—

South Wall Basin, *Petersfield*, *Cornflower*; East Wall Basin, *Moth*, *Seamew*; North Arm, *Serapis*, *Titanis*, *S/Ms*; West Wall Dock, *Belgo*; In Dock, *Bruc*, *Somme*, *Sirdar*; No. 1 Buoy, U.S.S. *Black Hawk*; No. 2 Buoy, U.S.S. *Bulmer*, *Edgell*; No. 3 Buoy, U.S.S. *McCormick*; No. 4 Buoy, U.S.S. *Faul Jones*, *Simpson*; No. 5 Buoy, *Inoquo*; No. 6 Buoy, *Hermes*; No. 8 Buoy, *Whitart*, *Verity*; No. 9 Buoy, *Marion*; No. 10 Buoy, *Herald*; No. 11 Buoy, *Seraph*; No. 13 Buoy, *Fozzler*; No. 15 Buoy, *Ruthenia*; No. 20 Buoy, *Francis*; No. 25 Buoy, *Ahark*; No. 30 Buoy, *Gannet*; No. 42 Buoy, U.S.S. *Henderson*; No. 42 Buoy, U.S.S. *Pittsburg*; Foreign Men of War—U.S.S. *Pittsburg*, *Paul Jones*, *Black Hawk*, *Edgell*, *Bulmer*, *Simpson*, *McCormick*, *McLeish*, *Henderson*, *Sacramento*, *Panpana*, *Fortugues*, *Pero De Alenquer*, *Patric*.

Norddeutscher Lloyd, Bremen. *Trier*, April 10th. *Alster*, April 25th. *Trace*, May 12th.

Peninsular and Oriental. *Kalyan*, April 6th. *Kashgar*, April 12th. *Jeypore*, April 16th. *Kidderpore*, April 21st. *Malwa*, April 26th. *Alipore*, May 2nd. *Novara*, May 7th. *Delta*, May 10th. *Ranpura*, May 24th. *Nankin*, June 4th. *Khyber*, June 7th. *Rawalpindi*, June 21st. *Nellore*, July 2nd. *Kashmir*, July 5th. *Rajputana*, July 19th. *Kalyan*, August 2nd.

Prince Line. *Asiatic Prince*, April 13th. *Japanese Prince*, May 8th. *Swedish East Asiatic Co., Ltd.* *Formosa*, April 20th.

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UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 24th April

"CITY OF BOMBAY" ... Havre, London, Rotterdam & Hamburg ... 25th May

AUSTRALIA ... SINGAPORE/AUSTRALIA ... AUSTRAL-INDIAN LINE

"KAZEMBE" ... Leaves Singapore ... 7th May

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"CITY OF DUNKIRK" ... via Suez Canal ... 17th April

"CITY OF EASTBOURNE" ... via Suez Canal ... 18th May

"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June

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